Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning

Transportation Committee Agenda
October 23, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

Participate online at: https://www2.gotomeeting.com/join/889597379

1.0 Call to Order and Introductions 9:30 a.m.
Luann Hamilton, Committee Chair

2.0 Agenda Changes and Announcements

3.0 2009 Meeting Schedule
A proposed meeting schedule for 2009 is attached. This is provided for information at this point. The committee will be asked for approval at the November meeting.
ACTION REQUESTED: Information

4.0 Preferred Regional Scenario
A "preferred regional scenario" which describes the key policy directions that *GO TO 2040* will address is being developed this fall. A draft report on this subject is attached. Staff will provide a presentation that describes the contents of the report and will seek discussion on the priorities that it expresses.
ACTION REQUESTED: Discussion

5.0 Financial Plan
A financial plan that identifies revenues and costs within the transportation sector will be part of *GO TO 2040*. As described in the attached memo, an initial analysis by staff has found that current revenue sources may not even be adequate to cover basic maintenance of the existing transportation system over the next 30 years. Staff will seek discussion on the implications of this finding, including the need to identify other reasonably expected revenues beyond projections of current revenue sources.
ACTION REQUESTED: Discussion

6.0 Major Capital Project Evaluation
The evaluation of major capital projects is underway, and initial evaluation results of a number of projects have been completed and are attached. Staff will describe the results

to date, next steps in the process, and will further emphasize the need for project sponsors to provide CMAP with full information about their proposed projects.
ACTION REQUESTED: Discussion

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

8.0 Other Business

9.0 Next Meeting

The next meeting is scheduled for November 20, 2009 at 9:30 a.m. in the Cook County Room.

Adjournment

Transportation Committee Members

_____ **Charles Abraham**	_____ **Don Kopec**	_____ **Dick Smith**
_____ **Rocky Donahue**	_____ **Christina Kupkowski**	_____ **David Simmons**
_____ **John Donovan*** **	_____ **Jan Metzger**	_____ **Steve Strains**
_____ **John Fortmann**	_____ **Arlene J. Mulder**	_____ **Chris Synder****
_____ **Bruce Gould**	_____ **Randy Neufeld**	_____ **Vonu Thakuriah**
_____ **Rupert Graham, Jr**	_____ **Jason Osborn**	_____ **Paula Trigg**
_____ **Jack Groner**	_____ **Leanne Redden**	_____ **David Werner*** **
_____ **Luann Hamilton***	_____ **Mike Rogers**	_____ **Ken Yunker**
_____ **Robert Hann**	_____ **Joe Schofer**	_____ **Tom Zapler**
_____ **Fran Klaas**	_____ **Peter Skosey**	_____ **Rocco Zucchero**

***Chair** ****Vice-Chair** *****Non-voting**

Proposed Transportation Committee Meeting Dates

Friday, November 20, 2009

Wednesday, January 06, 2010

Friday, March 5, 2010

Friday, April 23, 2010

Friday, May 21, 2010

Friday, June 04, 2010

Friday, July 30, 2010

Friday, August 20, 2010

Friday, September 17, 2010

Friday, November 19, 2010

DRAFT
Preferred Regional Scenario

An interim product of the GO TO 2040 plan

October 7, 2009

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Appendices (not included in this draft) will include:

Appendix A: Alternative scenario evaluation
Appendix B: Public engagement
Appendix C: Socioeconomic forecasts

1. Introduction

The centennial of Daniel Burnham's and Edward Bennett's *Plan of Chicago* gives us an opportunity to revisit the impact of that plan on our region. It also should challenge us to think about our long-term future. How will future generations look back on the choices that we are making today?

Thinking about our region's future raises many critical questions. What businesses will drive our economy, and what types of employment will be available? How will our transportation system function? Will we have clean air and water? How will we accommodate growth and demographic change? The answers depend on how we respond to challenges facing the region. Today's policy and investment choices will determine quality of life for decades to come.

One of metropolitan Chicago's foremost challenges is to prosper in the rapidly changing global economy. As parts of the economy grow, shrink, or disappear entirely, we will need to continually reinvent ourselves as a region. Maintaining a strong and diverse economy brings its own set of challenges. Our infrastructure – including transportation, housing, water and wastewater, open space, energy, and telecommunications systems – is barely sufficient to sustain the current economy, let alone allow it to adapt and expand. To achieve sustainable prosperity, we also must ensure that none of our residents are left behind as the economy and social systems adapt to change.

Reducing consumption of natural resources must also be a high priority. To help create a sustainable future, we must limit our emissions of greenhouse gases – the chemicals that cause climate change – and also be prepared to adapt to a future in which climate change has occurred. We must address our energy supply and demand, by embracing clean energy sources and by reducing consumption. Also, our region's demand for water continues to increase, while supplies do not; if current trends continue, parts of the region could face water shortages by 2040.

The resources to achieve our goals are finite. Every decision requires trade-offs, every expenditure has "opportunity costs," and every policy has consequences. Especially in today's daunting economic climate, we need to make sure that policies and investments make the best possible use of public and private funds.

In short, the region has difficult decisions to make, and the need for action is clearly immediate. Many of today's challenges are the result of policy decisions made -- or deferred -- in past decades. Yet the benefits of effective planning can actually emerge quite rapidly when the will to implement those plans is strong.

As a region, we must seize this moment. And with its *GO TO 2040* plan, the Chicago Metropolitan Agency for Planning (CMAP) is prepared to lead. This preferred Regional Scenario builds on the Regional Vision and on many months of research and public input. It provides the clear path toward completion and implementation of the first truly comprehensive regional plan for northeastern Illinois.

2. The preferred Regional Scenario's role in *GO TO 2040*

To meet its many challenges, our region needs to carefully choose policies and investments that will lead to positive results, both now and well into the future. The long-range, comprehensive *GO TO 2040* plan is meant to do just this for metropolitan Chicago. Led by the Chicago Metropolitan Agency for Planning (CMAP), which was formed in 2005 to integrate transportation and land use planning in the region, the *GO TO 2040* plan will set the course to sustain our region's prosperity through 2040 and beyond.

This report is an important interim product of the *GO TO 2040* plan. It describes the *GO TO 2040* preferred Regional Scenario, which is a combination of actions that will prepare the region to achieve its goals for 2040. The scenario goes beyond the broad goal statements of the Regional Vision by identifying in more detail the best course of action to reach the vision's goals. But it does not go as far as recommending specific policies and investments; this level of detail will be stated in the full *GO TO 2040* plan.

If the preferred Regional Scenario becomes our region's reality, it will bring substantial quality-of-life benefits. Infrastructure will be more effective to use and efficient to maintain. The economy will be stronger, and public costs will be contained. The environment will be healthier, and pressure on natural resources will be eased. The region as a whole will be a more equitable place to live and work.

To attain this future, our region must focus on the policies and investments that matter most. We need to:

- Create more compact, mixed-use, livable communities to serve as the building blocks of our region's future development.
- Invest more effectively in education and workforce development, while fostering a business climate that encourages innovation by the private sector.
- Build on the region's high-quality system of parks and open space, while using conservation measures to reduce our consumption of energy and water.
- Plan multi-modally for transportation and make transportation investments targeted to clear economic and environmental outcomes, while finding more sustainable ways to finance infrastructure improvements.
- Track our performance to assess where to make improvements to reach the region's desired future.

These priorities are described in more detail later in this report, and they will be at the core of implementing the *GO TO 2040* plan.

Building on the Regional Vision

The preferred Regional Scenario builds on the Regional Vision that CMAP put forth in June 2008. The Regional Vision describes where our region should be in 2040, organized by themes such as quality of life, economic competitiveness, environment, and many others. During the 18 months since it was adopted, CMAP and its partners have carried out intensive research and analysis of potential

implementation strategies, while also conducting extensive public outreach to get residents' and stakeholders' views for how they would implement the vision. While regional unanimity isn't possible, the public feedback has been extremely supportive of the general implementation strategies that have been under consideration, with most residents clearly wanting better transit, more compact development, and preservation of natural resources.

To take the *GO TO 2040* plan to completion and implementation, this preferred Regional Scenario is the next major step, in which CMAP is articulating the strategies this region should pursue to make the Regional Vision a reality. In addition to extensive, thoughtful input from residents and stakeholders, the research that underpins these policy directions has been rigorous. The research includes more than three dozen in-depth strategy papers (http://www.goto2040.org/strategy_papers.aspx) authored by CMAP and its partners, on topics suggested by the Regional Vision. CMAP also continues to publish a series of Regional Snapshot reports (http://www.cmap.illinois.gov/snapshot.aspx) that analyze broad areas requiring further in-depth study, such as the jobs-housing balance, air quality, the Latino population, infill, and more. Ongoing work includes an analysis of regional taxation issues and a study of infrastructure and economic development as it relates to the freight industry. CMAP also continues developing the Regional Indicators Project (http://www.goto2040.org/indicators.aspx), a close partnership with The Chicago Community Trust to establish metrics to predict and measure progress by the region and its communities in implementing the Regional Scenario and Vision.

The next section briefly recaps the Regional Vision's central themes, and how each relates to policy directions in the preferred Regional Scenario.

Regional Vision themes and Regional Scenario policy directions

The *GO TO 2040* Regional Vision describes our desired future in terms of the region's **quality of life**, **natural environment**, **social systems**, **economy**, and **governance**. The economy theme contained a section on **transportation** which is also treated as a separate theme below. Throughout all of these vision themes, three other cross-cutting issues recur: **sustainability**, **equity**, and **innovation**.

Vision Theme: Quality of Life. The Regional Vision describes a future quality of life based on "attractive, interdependent communities" that offer a "range of housing options," "diverse… transportation and recreation choices," and access to "employment, education, health care, and other regional assets [such as] an abundance of art forms."

> ***Scenario Policy Direction:*** *To strengthen existing communities, and to encourage new development that is denser and designed for mixed uses.*

Vision Theme: Natural Environment. The Regional Vision describes a future environment in which "open space [is] preserved and enhanced," the region consumes "less energy and fewer natural resources," treats "water…as a critical natural resource," and improves its residents' health through "the availability of open space, transportation and recreation options, healthy food, clean water, and clean air."

> ***Scenario Policy Direction:*** *To improve the region's system of parks and open space, and to conserve natural resources. This requires increasing the resources devoted to open space protection, designing*

communities with environmental goals in mind, taking a proactive approach to both supply and demand for energy and water, and directly addressing food systems in the long-range plan.

Vision Theme: Social Systems. The Regional Vision describes future social systems that "foster an educated, healthy, safe, and involved populace," housing that is "safe, decent, affordable, and stable," and "access to quality education, jobs, health care, cultural and social amenities, and transportation" for all residents.

Scenario Policy Direction: *To pursue a balanced housing supply, with denser development that helps increase affordability while containing household transportation costs and maintaining policies and programs to fill gaps that cannot be met by the private market. To improve the quality of education in the region, by eliminating gaps and increasing collaboration across early childhood, K-12, and higher education systems.*

Vision Theme: Economy. The Regional Vision describes a future economy that "ensures superior job opportunities" by "enhancing our…education systems and physical infrastructure" and being a "center of innovation across all disciplines."

Scenario Policy Direction: *To support economic growth and innovation without overly involving the public sector in private sector decisions, by investing in the labor force and infrastructure and by creating a supportive business environment, including addressing tax policy.*

Vision Theme: Transportation. The Regional Vision describes a future transportation system that is "safe, accessible, easy to navigate, affordable, and coordinated with nearby land use" and that supports "reinvestment in our existing communities…leading to environmentally sensitive and fiscally efficient outcomes."

Scenario Policy Direction: *To gain operational efficiencies from existing infrastructure, make additional investments in transit and freight, and use innovative finance and system management ideas.*

Vision Theme: Governance. The Regional Vision describes a region where "governance systems [are] characterized by high degrees of intergovernmental coordination" with links between physical planning and "social systems like health care, public safety, education, and social services."

Scenario Policy Direction: *To increase data sharing and governmental transparency, and to remove artificial barriers across programs at the local, regional, state, and federal levels.*

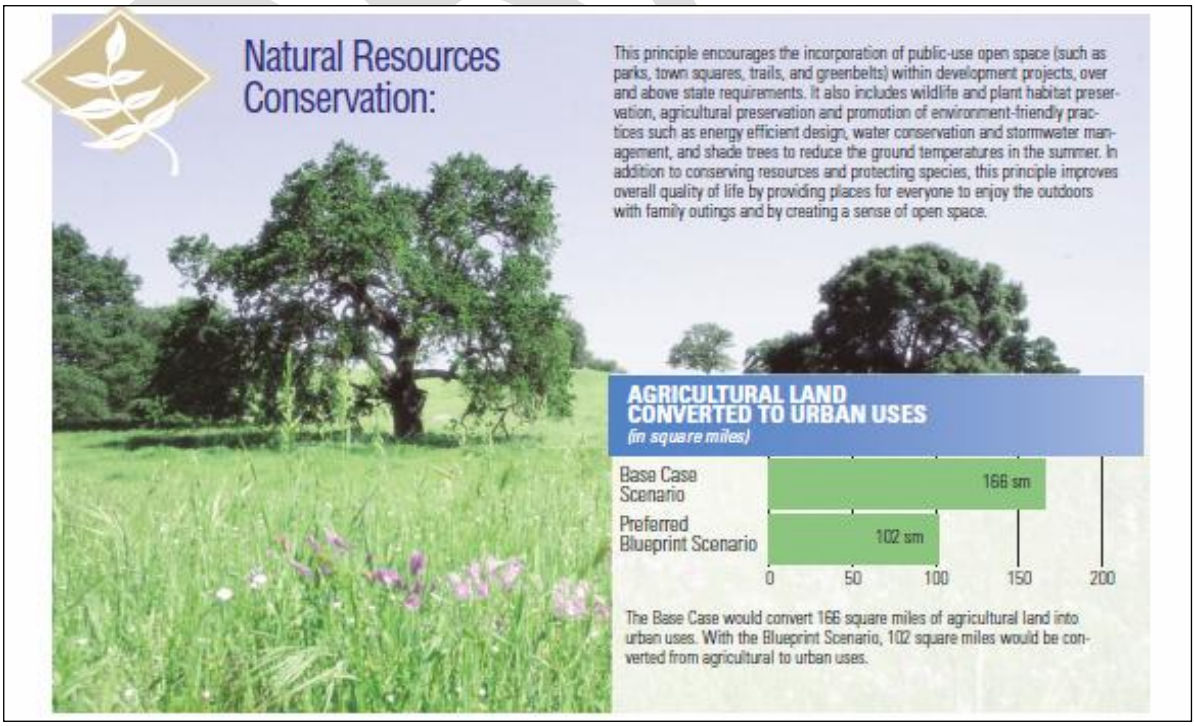
3. Why we should pursue the preferred Regional Scenario

By pursuing and implementing the policies of the preferred Regional Scenario as described in this report, our region will reap significant and lasting quality-of-life benefits. We expect a stronger economy with lower fiscal costs; a healthier environment; better-performing infrastructure systems; and a more equitable region. This section contrasts the expected regional characteristics of pursuing the preferred Regional Scenario with the results of continuing current trends.

This section is under development and will depend on the policy directions emphasized in the preferred Regional Scenario. Calculation of impacts is expected for the following outcomes:

- Overall economic health
- Job accessibility
- Infrastructure cost
- Energy and greenhouse gas emissions
- Air quality
- Water use
- Open space preservation and access
- Housing and transportation cost
- Transit access
- Mode share
- Congestion
- Human and community development outcomes (education levels, health, poverty)
- Environmental justice and equity

This section of the report will include graphics and illustrations representing the difference between the preferred Regional Scenario and a base case for each of these outcomes. A sample of what this will look like, copied from another regional agency that has gone through a similar process, is pasted below.



How we get there: components of the preferred Regional Scenario

This section describes the most important policy directions that are contained within the preferred Regional Scenario. It is meant to communicate priorities rather than to present an exhaustive list of all of the policies that the plan may support or encourage. The following focuses only on policies that are the most important or that require the deepest analysis and discussion.

Traditionally, comprehensive plans have chapters that separately cover transportation, housing, environment, and other topics. This report deliberately avoids that structure, linking inter-related issues that cannot be addressed effectively in "silos." Instead, the policies and investments of the preferred Regional Scenario are divided into three main categories:

- Local infrastructure and the built environment
- Regional infrastructure and the built environment
- Non-physical infrastructure and the policy environment

As explained in the introduction, this report does not contain detailed recommendations for action, which will instead be included in the draft *GO TO 2040* plan to be released in May 2010.

Local infrastructure and the built environment

The many planning decisions made at the local level have, in sum, major regional impacts. This section describes the approach of *GO TO 2040* to land use, housing, and overall community livability. The plan's approach to these issues is to support the efforts of local governments to improve livability within their communities, and to encourage a future pattern of more compact, mixed-use development that focuses growth where infrastructure already exists.

Local control

It is important for local control of land use to continue, and none of the plan's recommendations should be interpreted as conflicting with this local responsibility. The plan will support intergovernmental coordination and cooperation, while recognizing that land use decision-making authority rests with individual local governments.

Denser, mixed-use reinvestment

The region's development pattern is extremely diverse, reflecting the unique characters of our many communities; growth between now and 2040 will be equally diverse. The plan will recommend that moderately dense, mixed-use development be pursued, but the interpretation and application of these concepts will vary by community. The plan will also recommend that much of the region's growth occur as reinvestment, or in areas within existing communities across the region that are already served by infrastructure, while recognizing that some development in currently undeveloped areas will also be necessary to support expected growth. As noted above, responsibility for land use decision-making, including the appropriate implementation of these concepts in practice, will continue to rest with local governments.

Achieving a pattern of denser, mixed-use, reinvestment-focused development – which can be done in communities of any type across the region – is critically important to the plan's goals. Long-range modeling of different future land use patterns showed that development of this type would have significant positive impacts in lowering the costs of infrastructure, reducing congestion and supporting alternative transportation modes, improving housing affordability, and minimizing environmental impacts. Denser, mixed-use development creates more accessible communities, allowing older residents to "age in place," improving mobility for disabled residents, and leading to an overall healthier region. Land use is also critically important to support the expansion of public transit, another of the plan's key recommendations.

The plan will focus on strategies to help local governments overcome challenges of redevelopment. One important element is the economic and financial feasibility of redevelopment projects. The public sector cannot create a market for redevelopment where none exists, but it can make investments in infrastructure to make redevelopment projects more viable. In particular, transit improvements are critical for supporting growth and can be a catalyst for redevelopment. Other actions, such as remediating brownfields, reconsidering parking requirements, and locating public buildings (such as schools) in areas where redevelopment is sought, can also contribute to increasing the viability of development in these places.

Housing affordability

The *GO TO 2040* plan treats housing as a critical part of the region's infrastructure. The plan's main direction is to pursue a balanced supply of housing distributed throughout the region, with access from affordable housing to regional assets. A balanced housing supply that provides options positively affects

many measures of quality of life, allowing people to live closer to work and giving groups with lower incomes, including older residents and young households, more housing choice. It is especially important to plan for affordable housing in places with transit service as part of transit oriented development projects. As noted above, one benefit of a denser overall development pattern is increased affordability, particularly if the costs of transportation and housing are considered together. When households are able to spend less of their income on housing or transportation, a higher portion of their income can be spent in other areas, and the entire economy benefits.

The majority of the region's affordable housing is created by the private sector, and this is expected to continue. A key strategy for creating an adequate and regionally balanced supply of affordable housing is for local governments to support and permit its construction. Affordable housing is a broad concept and there will be varying ways that local governments define this term to meet local needs. Similarly, there are a variety of housing policy options that work best when targeted to specific situations, rather than broadly applied. Beyond supporting affordable housing provision through the private market, the plan will support appropriate roles for other complementary public programs.

Resource conservation

The plan will call for resource conservation efforts, including both water and energy conservation; these can be effectively applied at the local level or by individual households and businesses. This will include a focus on green design for new developments and buildings, energy codes to guide new development, and retrofits or renovations of existing buildings. Many of these improvements, in addition to their environmental benefits, also reduce energy costs for households and businesses, increasing affordability. The plan will also treat our farmland and food supply as an important natural resource, and emphasize local food production and access to fresh food as a means to reduce energy consumption, improve health and the natural environment, and support the agricultural economy.

Resource conservation will help to reduce the region's greenhouse gas emissions, but is only part of the solution. Cleaner energy sources are needed to power our buildings, and cleaner fuels and more efficient vehicles must be part of the solution to reduce emissions from the transportation sector. While these issues are addressed at a larger scale than the region, the plan will support efforts to develop cleaner energy sources or use technological advancements to reduce our greenhouse gas emissions.

Regional infrastructure and the built environment

Local land use decisions and regional infrastructure investments are highly interrelated and should be mutually supportive. Our region relies on a strong infrastructure system for its future prosperity and livability. Regional infrastructure is defined here to include both "gray" infrastructure, primarily including transportation, energy, water, and wastewater infrastructure, as well as "green" infrastructure, referring to networks of open space including waterways.

Maximizing use of existing infrastructure

Priority will be given to the preservation and maintenance of existing infrastructure at a level that is safe and adequate. In the transportation area, this involves continued routine maintenance activities, but also maximizing the use of infrastructure and preserving its capacity through technological and operational solutions. For other infrastructure such as water and sewer systems, this means replacing our aging pipes and other infrastructure, which requires significant investment; in the case of "green" infrastructure, it means maintaining our existing high-quality open space.

This focus on preservation and maintenance is expected to have positive economic impacts. Research has found that reinvestment in existing infrastructure generally has greater economic benefit than new construction. Also, a more compact, mixed-use development pattern – discussed in the previous section of this report – can reduce the need for additional physical infrastructure, lowering future construction and maintenance costs.

Prioritizing investments

In the current economic climate, it is critically important that the region prioritize investments based on long-term impacts, ensuring that we are making the best use of scarce funding. Major transportation capital projects, such as new roadways or rail lines, will be evaluated and prioritized in a later step of the plan. For other non-transportation infrastructure, prioritization of investment will be a recommendation of *GO TO 2040*, and the plan will call for the relevant decision-making groups to use evaluation criteria that include long-term economic impacts when making infrastructure investment decisions.

As noted above, maintenance and preservation of existing infrastructure is a priority, but the region also needs to improve and enhance our infrastructure. In the transportation area, this is particularly important in the areas of public transit and freight, and these topics are covered in more detail later in this section. Beyond these, strategic highway improvements should be targeted to achieve particular economic goals or to reduce congestion hotspots. Also, bicycle and pedestrian travel is important, and a multimodal "Complete Streets" approach to transportation planning will be supported by the plan.

Other public infrastructure systems such as sewer and water face similar issues. New growth will require the expansion of sewer and water systems, but these should be prioritized to best meet the region's goals. Energy and telecommunications systems are also critical, and the public and private sectors will be encouraged to work together to consider long-term economic impacts when making investment decisions, and to ensure that regulations governing energy and telecommunications infrastructure do not limit the ability of private industry to adapt and innovate.

"Green" infrastructure

The plan will also address strengthening the region's "green infrastructure," made up of an interconnected network of land and water, ranging from large open space areas to small-scale green stormwater management practices. Such a network will benefit our natural environment, the health of

our residents, and the region's overall economy; public support for additional regional open space has been shown to be strong.

Prioritization is no less important for this type of infrastructure, and the plan will recommend targeting acquisition and restoration activities to preserve the most sensitive or valuable environmental lands, increase the supply of parks and open space in parts of the region that have shortages of these features, or provide important connections between open space areas. This approach also highlights the value of open space for stormwater management and considers waterways to be part of the green infrastructure system.

Transportation system finance and expansion

Any recommendations for improvement or expansion of the transportation system will require additional funding beyond what is now available. Due to the scale of our needs and the difficulty of increasing taxes, we will need innovative ways of financing transportation improvements beyond the federal and state gas tax and other conventional sources, although these sources will remain important. Options being explored include Vehicle Miles Traveled (VMT) fees to replace or supplement the gas tax, "value capture" strategies as part of new transit service extensions, public-private partnerships for new facilities, user fees such as congestion pricing, and others.

Transit improvements have broad support across the entire region, and improving transit regionwide is a high priority. Improvements to transit service are shown to reduce greenhouse gas emissions, improve the regional economy, provide important connections between jobs and housing, and support reinvestment in existing communities; these benefits are recognized by residents, as evidenced by the high level of support for public transit expressed during CMAP's public engagement. Because of the extremely strong link between the success of transit service and the character of nearby development, the importance of supportive land use planning cannot be overemphasized. Also, inter-regional high speed rail will be an important element of the plan's approach to transit, requiring extensive coordination outside of the region.

The region's freight system is a critical component of the regional – and national – economy, and the plan will recommend freight improvements to preserve this important asset. These include rail-focused freight investments (including and going beyond the CREATE program) and a similar system of truck-focused infrastructure improvements. Beyond physical infrastructure, having a skilled labor force able to access jobs within the freight industry is also important, and the plan will also recommend improving the links between education and training opportunities and the needs of the freight industry.

Non-physical infrastructure and the policy environment

GO TO 2040 will address broad issues of governance and policy, which are equally important as physical infrastructure is to our region's future. Many of these issues are beyond the traditional focus of regional planning agencies, but some, including human capital, innovation, tax policy, and the equitable distribution of economic benefits, are too important to the region's future prosperity for a comprehensive plan to ignore.

An important role for CMAP is to address these broader policy issues by providing data and tracking key indicators. These indicators will be used to measure how well the plan is meeting its goals, and to establish accountability for its implementation. An initial report on the status of key indicators will be released as part of the completed *GO TO 2040* plan in October 2010.

Workforce and human capital

The quality of our labor force will be one of the most important factors influencing future prosperity. The economic importance of a skilled, educated workforce is recognized by our region's leaders and the general public regionwide, and is reinforced by research that shows education levels to be the strongest predictor of future economic growth for regions. Improving the labor force will require increases in the quality of education systems in the region, particularly identifying and eliminating gaps between early childhood, K-12, and higher education systems; increased collaboration between these education levels through a comprehensive P-20 (preschool through advanced education) approach will be recommended. Similarly, gaps between education systems, employer needs, and workforce development programs need to be addressed, with particular attention to increasing the role of junior colleges as a critical link in this relationship. Also, the region will need to continually attract and retain skilled and educated workers, and will support arts and culture and other amenities that are shown to be effective at this.

Innovation

To support our future prosperity, the plan will seek to facilitate a business environment that encourages innovation. The plan's approach is based on the concept that the public sector does not by itself create innovation, but that it can support it. In particular, appropriate directions for the plan are to coordinate with public and private sectors and educational institutions to support innovation, and to collect and disseminate data on innovation trends. The plan will call for a particular focus on "green jobs," including manufacturing components for alternative energy generation and similar industries, or construction employment involving energy or water conservation improvements.

Tax policy

The plan must recognize the importance of tax policy to economic growth and development decisions within the region. The current tax system causes the region's local governments to rely on sales and property tax as their primary revenue sources, with far-reaching land use, development, and economic impacts. Critical issues to address in the plan include the impact of state revenue distribution arrangements, property tax classifications and limitations on rate increases, the sustainability of state motor fuel tax, and local tax capacity.

Distribution of growth

The plan must address the distribution of economic growth, specifically ensuring that the economic benefits of *GO TO 2040* are fairly distributed throughout the region and have a positive impact on our lowest-income population groups. A goal of the plan is reduction of poverty, which improves health and education outcomes while reducing crime, hunger, and other negative outcomes. In turn, improving the

economic situation of lower-income people creates additional economic growth, as their workforce participation is increased. The plan also seeks to maintain jobs in the region that pay a good wage but do not require advanced education.

A critical part of this approach is to encourage economic growth in disadvantaged communities, particularly those with existing concentrations of affordable housing, but it is recognized that the public sector cannot by itself successfully create this growth. Instead, long-term solutions such as investments in infrastructure and in the labor force, as well as providing access between these areas and job centers, will be recommended in the plan. The plan should ensure that the benefits and burdens of the region's economic growth are shared fairly among its communities.

Intergovernmental coordination and transparency

Increasing intergovernmental coordination will be among the plan's key recommendations. In a number of areas, public programs would deliver better services by coordinating efforts across agencies, such as those involved in early childhood education, health, and hunger.

Across the region, an enormous number of federal, state, regional, and local agencies currently collect administrative data for their own use. The plan will call for real-time sharing of this data by public agencies with each other, as well as other organizations and residents, which will improve efficiency for a variety of public services. Such increased transparency of data and improved intergovernmental data sharing is vitally important for emergency preparedness, and it will be an important factor in the success of the Regional Indicators project.

"Unsiloing" federal and state programs.

The best-laid plans can go to waste without incentives for implementation at the regional and local level, where most of the decision-making authority exists for coordinated transportation, environment, and housing. For regional planning and community-level implementation to be aligned effectively, federal and state funding and regulatory programs need to be removed from their "silos" and provide regions flexibility in identifying the best ways to achieve identified outcomes, rather than specific program-based grants.

4. How the preferred Regional Scenario was developed

Several years of research, analysis, and public engagement were used to develop the preferred scenario described in this report. Through a series of regional snapshot reports and strategy research papers written during 2008 and 2009, CMAP developed a base of understanding of the many important issues and potential policy responses that confront the region. These research papers are available at www.goto2040.org.

Based on this research and feedback from experts around the region, three alternative future scenarios, each featuring a distinct combination of policy and investment choices, were developed. These were compared to a "reference scenario" which continued current trends, and the pros and cons of each were analyzed. Descriptions and analysis of the three scenarios were released for public comment during summer 2009, and are available online at www.goto2040.org/scenarios. More detail on scenario evaluation is included in Appendix A (not part of this draft).

A wide variety of public engagement activities took place during summer 2009. Participants could choose their depth of participation, ranging from taking a two-question survey to exploring CMAP's scenario evaluation results in detail. Opportunities were available for face-to-face contact at over fifty workshops, online participation that did not require direct interaction, or visits to CMAP booths or kiosks located around the region. The primary public engagement tool used during the summer was an interactive software tool, called MetroQuest, which let users experiment with different types of transportation investments and development patterns and view the outcomes of these decisions. More detail on the public engagement process is included in Appendix B (not part of this draft).

The policies, strategies, and investments within the preferred scenario were used to generate a set of socioeconomic forecasts that are used for the calculation of the quantitative measures within this report. County-level totals of population, households, and jobs and discussion of the methodology used are included in Appendix C (not part of this draft).

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MEMORANDUM

To: Transportation Committee

Date: October 16, 2009

From: Joy Schaad, PE

Re: Financial Plan for *GO TO 2040 (*Transportation Expenditures*)*

For *GO TO 2040*, CMAP will estimate the cost of the transportation program associated with the preferred scenario. The projected costs will be organized into three categories:

1. Major capital project expansions and additions
2. Systematic enhancements/improvements
3. Maintenance and operations of the transportation system (further broken down between maintaining the system at a level that is safe and adequate vs. bringing it to a state of good repair)

The total of transportation expenditures in these three categories must be constrained by the predicted amount of future funding (core revenue and "reasonably expected" revenue) as the CMAP staff memo of September 10, 2009 on forecasting transportation revenue explained. Also, as federal planning regulations require, the estimates of the cost will be inflated to the "year of expenditure", rather than shown in constant dollars.

The focus of this memo is on maintenance and operations; the regional costs of the other two funding categories will be developed in the coming months. The purpose of this document is to provide preliminary data on maintenance costs and operating costs to provide a sense of the scale of costs relative to initial estimates of core revenues. The data cited has not been fully vetted by the affected agencies and is subject to change. Better transit data will be forthcoming in the coming weeks and months as the RTA is scheduled to release a draft 10-year business plan in November as well as preliminary findings from their "*Asset Condition Assessment*" at the end of the year.

Levels of Maintenance (safe and adequate vs. state of good repair)

Because maintenance can be performed on a more aggressive or less aggressive basis, we have made the distinction between maintaining our region's transportation system at the "safe and adequate" (S&A) level and to a "state of good repair" (SGR) level. Safe and adequate is characterized as performing sufficient maintenance to assure the safety of the system's users and

the general public, but will result in a backlog of facilities that are in fair or poor condition at any given time. In this application, it was assumed that the region's transportation network would remain in roughly the same condition in 2040 as it is today.

Performing maintenance at levels necessary to assure a "state of good repair" would mean that the facilities and equipment that are not in good or better condition would be brought up to that level and from there on out maintenance would be scheduled and performed on the recommended timing or triggering criteria – so that no significant backlog would arise. No capacity additions are assumed in either of the maintenance categories.

Approach to estimating highway maintenance and operations costs

The region is estimated to have 3,233 lane miles of expressway, 18,719 lane miles of arterial and collector roads (6,955 centerline miles); 17,781 miles of local roads, 311 interchanges, 3,281 bridges, and 7,732 signalized intersections. Basic maintenance such as resurfacing, bridge deck overlays and signal modernization is required to maintain a safe and adequate system for all users. Many facilities will require major reconstruction, rehabilitation or replacement at some point over the next thirty years. For highway costs CMAP staff has consulted with various agencies such as IDOT, the Toll Highway Authority, and county and municipal governments to collect typical costs, i.e. "unit costs" and useful life/maintenance cycles for these types of activities. CMAP has compiled information on*:*

- Resurfacing and reconstruction of expressways, arterial and collector roads, and local and unclassified roads.
- Bridge deck overlays, deck replacements, and major bridge rehabilitation or replacement.
- Traffic signal retiming and signal modernization.
- Associated engineering studies for the above

Based upon these estimates, CMAP staff has constructed an estimate of the maintenance cost category for the 30-year planning cycle. To calculate maintenance cost we multiplied costs of these typical work types by the magnitude of work involved. The magnitude of work consists of factors for both the size of the given system and the frequency requirement that each work type must be performed. The period or frequency of each work type varies for the type of facility. The resultant 30-year costs were broken out into even 1 year increments and then factors for construction cost increases were applied to each year in order to provide "year of expenditure" estimates, as required by federal planning regulations, and then combined into 5-year increments for ease in review.

The cost of administration and operations for the various agencies and levels of government that are responsible for roadway maintenance was also estimated, based on extrapolation of expenditures from recent years. Also, please note that maintenance of bicycle and pedestrian facilities within the right-of-way of roadways is included within these cost estimates.

Initial findings on highway maintenance and operations costs

The resultant 30-year "year of expenditure" costs are $208.0 billion for maintaining the northeast Illinois region's roadway system to a safe and adequate level (basically the same level as today) and would cost $232.3 billion to maintain at a state of good repair. The difference represents the cost of improving the residual roadways that are estimated to be left in the fair or poor condition (10% of total mileage) in the safe and adequate model and the bridges that are estimated to have surface conditions left in fair to poor condition (7% of total bridge surface area) and then continuing to maintain all the region's roadways and bridges in a good to excellent condition. In other words, this eliminates the "backlog" of facilities that are not currently in good or excellent condition. Further, the state of good repair costs for traffic signals included timing "optimization" rather than routine timing adjustments and signal modernization on a more frequent basis.

The preliminary estimate for the operations of the agencies that are responsible for maintaining and operating the region's roadways is predicted at a 30-year total of $56.8 billion. The chart on the last page of this memo shows the costs in 5-year increments and provides the September 2009 core revenue estimates for reference.

Approach to estimating transit maintenance and operations costs

The region is estimated to have nearly 1,500 miles of passenger rail track, over 6,000 transit and rail vehicles (rolling stock), and 332 passenger stations. Much of the system is old and will require significant reconstruction or rehabilitation work at some point during the *GO TO 2040* planning period. For transit costs, CMAP staff has consulted with the RTA and the transit service boards to collect unit costs and maintenance cycles for these types of activities. CMAP collected information on*:*

- Replacing and rehabilitating rolling stock.
- Maintenance of transit passenger facilities.
- Maintaining transit signals, electrical, and communications.
- Maintaining track and bridges.
- Maintenance of equipment maintenance garages and storage facilities.

However, in further consultation with the RTA and the service boards it was determined that in the case of the transit system, the actual condition of the equipment and facilities is critical to the making planning level estimates and that using an assumption of average condition would be misleading. The RTA is currently working with the three service boards to undertake a major project to determine the volume, age and condition of the region's transit assets. Within the RTA's *Asset Condition Assessment* study, the costs to bring the system into a "state of good repair" and to then keep the system at that level will be developed. That information is scheduled to be available by the end of the year and it is hoped that some preliminary information will be available in November.

Also the RTA, working with the service boards, is undertaking development of a 10-year business plan to estimate the costs of the operating and maintaining the region's transit system for the years 2010 through 2019. That information is expected to be out for review shortly and is

anticipated to be refined and approved by the service boards in November. This will provide important information to assess the costs to operate and maintain the transit system at the safe and adequate level.

For the current preliminary estimate of cost, we used the 2006 published "*Moving Beyond Congestion*" strategic plan where the RTA identified 30-year costs for three categories: Maintenance, Enhancement and Expansion of the system. The transit agencies have asked that we wait until the 10-year business plan is available to make the 30-year estimate of operations costs.

Initial findings on transit maintenance and operations costs

Based on *Moving Beyond Congestion* estimates of maintenance, with a conversion to year of expenditure, the 30-year cost is approximately $57.0 billion. The chart on the last page of this memo shows the costs in 5-year increments and provides the September 2009 core revenue estimates for reference. The cost of transit operations will be included in the next iteration of this memo.

Further discussion of trends and issues

Historical construction cost trends

The American Road and Transportation Builders Association (ARTBA) publishes "Highway Construction Producer Prices" and Engineering News Record (ENR) magazine publishes the Annual Consumer Construction Index for Chicago and the U.S. ARTBA's US trends from January 2002 to January 2009, show as steady rise until a peak in 2008 and ENR's US and Chicago trends December 1990 to May of 2009 show a similar pattern, but also include the drop off from summer 2008 to summer 2009.

It is believed at the positive national and worldwide economic conditions experienced in 2002 through 2008 and resultant building boom drove up both labor and material costs for the construction industry. For instance, steel used for reinforcement in concrete pavements peaked in the first half of 2008 and rose from a cost of approximately $600/ton to $1,100/ton. Concrete and to a lesser degree, asphalt were also affected by the national trends and global demand. The cost of most of the materials used in roadway construction, as well as the fuel used at plants and in the heavy equipment on site rises with the rise in petroleum costs which peaked in summer 2008 at over double the average cost in 2007 and 2009. Further analysis of historical construction cost trends nationally was contained in the July 24, 2009 staff memo on the approach to transportation expenditures within the financial plan.

Chicago construction costs are believed to have spiked further due to a steady influx of greater than normal roadway construction volume locally, due to the Tollway Authority's multi- billion dollar "*Open Roads for a Better Tomorrow*" program which put work out to bid on the order of $320 m, $880 m, $830 m, $860 m, and $850 m for the years 2004 through 2008, respectively. Construction bids tend to come in low when there is a dearth of construction activity and rise

when there is an abundance of work. For 2009 the amount of new Tollway work has dropped to $100 million.

Chicago has experienced a significantly higher rate of cost increases since 1990 than the US in general, which is likely due in part to market conditions and labor costs here. Whether this trend will continue is difficult to predict, but we assume that cost increases over time will begin to more closely reflect national trends.

Future construction cost trends

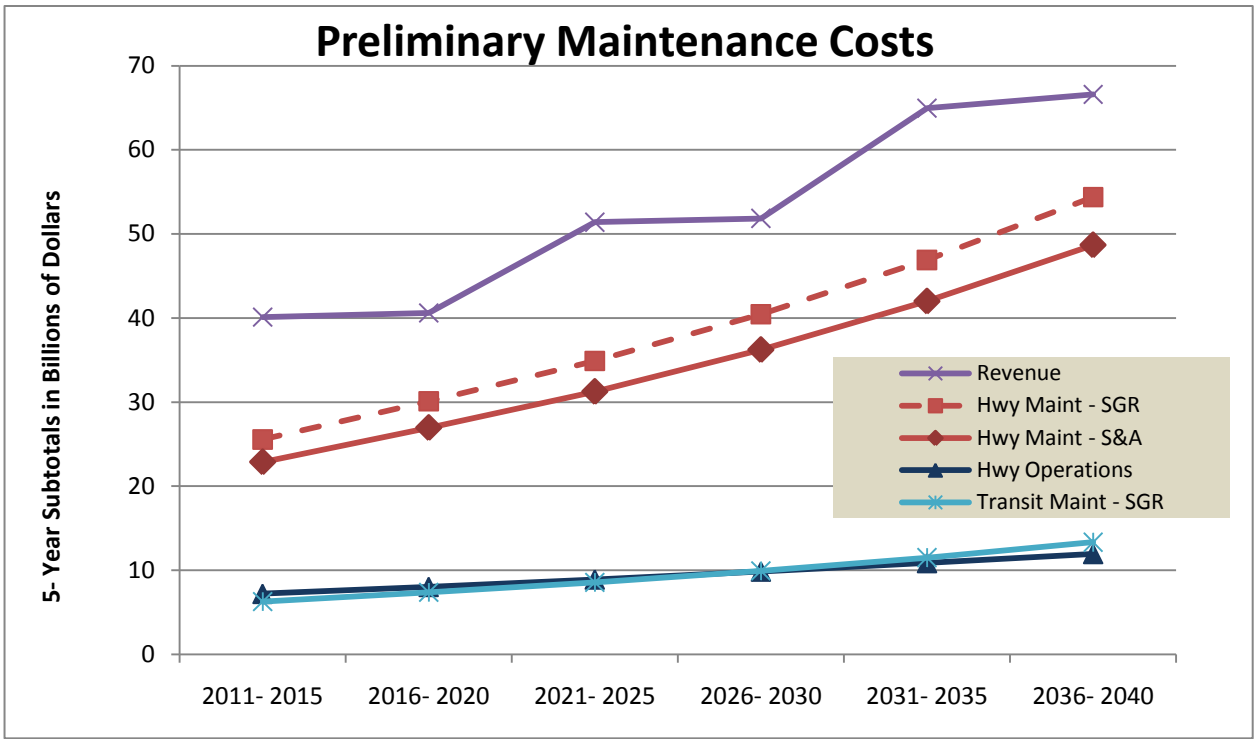
Estimates of future construction cost trends are by nature very speculative. Our estimates assume construction cost increases of approximately 6% per year until 2013, mostly reflecting continued increases in material costs. This is significantly faster than increases in the overall consumer price index (CPI), which generally average 3% per year. The faster increase in construction costs than other costs has been a reality since around 2002.

However, before 2002, construction costs and CPI increases were very similar. In the long term, we assume a return to this historical pattern, as advances in construction practices or new sources for construction materials will be able to curb the dramatic increases in construction costs. Therefore, after 2013, we assume that construction costs will rise at a rate equal to the CPI, or 3% per year. Staff is interested in further discussion of these assumptions by committee members.

Maintenance and operation costs as a share of available revenues

The table on the following page displays the 5-year costs for roadway maintenance (at both the safe and adequate level and the state of good repair level); roadway operations; and transit maintenance (state of good repair). Please note that transit operations costs have not yet been added, so these costs are incomplete. The September 10, 2009 estimate of the region's expected core revenue is displayed for reference.

Total costs are not yet shown on the table, because full information about transit costs is not yet available. But even from the incomplete information provided, it is clear that our core revenues will be barely adequate, and during some periods possibly not even adequate, to fund the basic maintenance and operations of our transportation system. At the same time, the region needs systematic improvements and major capital investments to sustain our place in the national and global economy and to assure a good quality of life for our inhabitants. Therefore, it is necessary address the question what additional revenues can reasonably be expected during the planning period, as well as face the difficult discussion of prioritization among our many transportation needs.



5 year Cost and Core Revenue estimates. Preliminary, subject to change. 10-9-2009
Source CMAP

ACTION REQUESTED: Discussion of approach to estimating expenditures and preliminary maintenance costs compared to core revenue.

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Appendix A - Assumptions
To be Developed

Information on the detailed assumptions used in will be provided in the next iteration of this memo. Email jschaad@cmap.illinois.gov for provisional information, if needed sooner.

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MEMORANDUM

To: **Transportation Committee**

Date: **October 16, 2009**

From: **Matt Maloney, Senior Planner**

Re: **Transportation Financial Plan (Reasonably Expected Revenues)**

The transportation financial plan, a part of *GO TO 2040*, will estimate both transportation costs and revenues. Calculating revenues has two primary components. The first component, "core revenues", is the projection of revenues that the region currently receives for transportation, without assuming any changes to tax rates or funding formulas. Forecasts of these revenue sources were presented to the Transportation Committee at the September meeting. Please see: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=17260

In addition, FHWA/FTA guidance on the fiscal constraint permits MPOs to calculate revenues that can "reasonably be expected". What is "reasonable" usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. The purpose of this section is to list some of the "reasonably expected revenues" that CMAP is considering for inclusion into the fiscal constraint.

In the attached table, we have included descriptions of these potential sources, our assessment of the political/policy climate for each, links to any recent CMAP analysis on these revenue sources (if applicable), the revenue potential (if applicable), and how revenues can be forecasted, if they are deemed to be reasonable for inclusion.

As shown in the accompanying memo on expected costs, "core revenues" may not even be adequate to cover basic transportation system operations and maintenance during the *GO TO 2040* planning period. Therefore, identifying "reasonably expected revenues" becomes a highly significant activity, as revenues from these sources will be necessary for system improvements or expansions.

Staff requests feedback from the Transportation Committee, and particularly, representatives from FHWA, FTA, and IDOT on whether these revenues can be "reasonably expected to occur"

at some time in the planning horizon. In addition, staff requests identification and discussion of other revenue sources that should be further investigated for consideration.

ACTION REQUESTED: Discussion.

"Reasonably Expected" Revenue Sources Under Consideration for *GO TO 2040*

Revenue Source	Assessment of the Political or Policy Climate	CMAP Analysis of the Revenue Source to Date	Revenue Potential	How Revenues Could be Forecasted
State Motor Fuel Tax Increase	To date, the CMAP Board has formally supported an Illinois House Bill (House Bill 1 (Bradley)) amending the motor fuel tax law by raising the rate by 8 cents to 27 cents per gallon . A number of transportation policy advocates in northeastern Illinois have also advocated various similar measures for raising the State MFT tax, or indexing the rate to inflation. Currently, there are no bills pending in the Illinois General Assembly on this matter.	CMAP staff analyzed the revenue implications to northeastern Illinois of an **8-cent** gas tax increase, in line with House Bill 1 (Bradley), which was a bill formally supported by the CMAP Board. This was presented as part of a larger memo about the State Motor Fuel Tax to the CMAP Board in May. The memo, which includes this analysis, can be found here: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15278	$11.3 billion in 2008 dollars over the period 2009-2040 (this number will increase once put in "year of expenditure dollars")	Plan would have to assume year of MFT increase enactment, the size of the tax increase, and begin forecasting revenues from that point.
Vehicle Miles Traveled (VMT) Tax	The VMT tax is being given serious consideration by members of Congress as a long term solution to the problem of financing the Highway Trust Fund although the current Administration has come out against it. Established by Congress the National Surface Transportation Infrastructure Financing Commission concluded that a tax directly on miles driven is the most viable option to efficiently fund the federal surface transportation program in the medium to long term. Rep. Blumemauer introduced HR 3311 on 7/23/09 in the House calling for the Sec. of Treasury to establish a pilot project (No progress on the bill has been made to date). Proposed systems using GPS have generated strong concerns over privacy.	CMAP staff analyzed the possible ramifications of a VMT tax in the "Transportation Demand Management" strategy report. The report, which includes this analysis, can be found here: http://www.goto2040.org/WorkArea/DownloadAsset.aspx?id=14950	$210M to $673M in annual revenues, depending upon a range of potential "fee plans".	Plan would have to assume year of VMT tax enactment, as well as a potential "fee plan", and begin forecasting revenues from that point.
Congestion Pricing	Belief across political lines that congestion pricing is unpopular with public. New York failed in their cordon pricing initiative. No previously untolled interstates have been converted to tolls despite federal waivers allowing states to do so. MPC and Illinois Tollway are involved in a study of congestion pricing in northeastern Illinois. Several HOT and express lanes have been implemented in states like Colorado, Minnesota, and California. Cordon pricing has been successful in London and Stockholm.	CMAP staff has conducted internal analyses of the potential revenue ramifications of instituting congestion pricing on large parts of the system. This was largely a modeling exercise done in conjunction with the plan's "Innovate Scenario", which included a managed lanes strategy. While the revenue potential appears to be large, this analysis was largely conceptual in nature.	Project Specific	Congestion Pricing revenues should be estimated on the project-level and should be associated with particular projects.
Variable Parking Pricing	Difficult to assess the political climate due to the fact that this would be a local municipal sponsored initiative. Chicago tried to implement a variable parking fee structure as part of USDOT congestion grant but was not able to address commercial parking. New York is currently conducting a pilot project on variable parking pricing in several business districts.	Similar to congestion pricing, CMAP staff has conducted internal analyses of the potential revenue ramifications of instituting variable parking pricing on large parts of the system. This was done in conjunction with the plan's "Innovate Scenario", which included a parking pricing strategy. While the revenue potential appears to be large, this analysis was largely conceptual in nature.	Specific to Local Policy Decisions	There is currently no potential methodology in place for estimating the revenue impacts of variable parking pricing, other than a conceptual estimate using CMAP's travel model.

Revenue Source	Assessment of the Political or Policy Climate	CMAP Analysis of the Revenue Source to Date	Revenue Potential	How Revenues Could be Forecasted
Public-Private Partnerships	Strong support from federal agencies as an innovative finance mechanism. The City of Chicago has used PPPs for asset sales. Illinois lacks state enabling legislation that allows IDOT and Tollway to enter into PPPs. Most recently a State Senate bill (SB0108 Public-Private Partnerships for Transportation Act) but that failed to move and it is unclear if the bill will be reintroduced. Concern over protecting public interest as evident in Rep. Oberstar's draft STAA which includes the creatation of a Office of Public Benefit.	The Volpe Center produced a strategy report on "Public Private Partnerships" for CMAP. The report is largely an overview of the range of different PPP arrangements, State and Federal policy on PPP's, and the potential role of the MPO. The report can be found here: http://www.goto2040.org/WorkArea/DownloadAsset.aspx?id=14844	Project Specific	PPP revenues should be estimated on the project-level and should be associated with a particular major capital project.
Increase in Federal Gas Tax	While the Obama Administration does not favor an increase during the current economic recession, there has been congressional support for an increase. Rep Oberstar views an increase in the MFT as necessary to provide short term stabilization of the HTF and to increase highway and transit funding. Sen. Durbin has called for an increase in the federal gas tax to provide for an adequately funded federal highway bill.	CMAP has assessed the state of the Highway Trust Fund, which is largely supported by the Federal Gas Tax , in some policy briefs over the last several years. Most recently, CMAP staff presented a policy brief regarding reauthorization principles to the Transportation Committee. That memo can be found here: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=17258	Unknown, but Reasonable to Calculate If Assumptions Can be Made	The revenue potential of a federal gas tax increase can be forecast in house if assumptions about the tax increase can be agreed upon.

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MEMORANDUM

To: **Transportation Committee**

Date: **October 16, 2009**

From: **Ross Patronsky, Senior Planner**

Re: **Major Transportation Capital Project Evaluation – Status Update**

Evaluation Status

Staff continues to evaluate individual major transportation capital projects in preparation for evaluating systems of projects that will support the preferred scenario. The evaluations that have been completed are posted with the meeting materials; they will also be posted to the *GO TO 2040* web site, at http://www.goto2040.org/scenarios/capital/projectlist/. While staff has gathered as much information as possible, implementing agencies should review these preliminary results and provide feedback or additional information where needed. In particular, capital cost information is needed for a number of projects, along with qualitative information such as safety and security considerations – either deficiencies to be remedied, or new features to be provided.

The list of projects that are evaluated to date is included as Attachment 1.

Attachment 2 shows the projects still under evaluation. Staff expects to complete these by the November meeting:

The projects listed in Attachment 3 currently lack sufficient information to adequately model their impacts. These projects will still be described qualitatively, but without more information about them, it is difficult to accurately assess their benefits. As a result, they have not been included in the evaluation at this time. Project sponsors or other interested parties who would like to see more detailed evaluation of these projects will need to assist CMAP in developing more detailed information about these projects.

Among these projects, some are similar to projects that have enough information to evaluate. For example, the Gold Line, as describe in material available to CMAP staff, shares features with the Gray Line LRT. Similarly, the Reason Foundation project incorporates other corridors

under consideration, including the Illiana Corridor, Central Lake County Corridor: IL 53 North and IL 120 Limited Access, and Elgin-O'Hare East and West Extensions.

Background on Evaluation Process

Only a small number of transportation projects are considered "major capital projects." They are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve a dedicated lane on an expressway. This definition is consistent with federal guidance as well as the definition of major capital projects used in past regional transportation plans prepared by CATS.

To evaluate an individual project, it is included in the 2040 baseline transportation network, and then run through the travel demand model. Output of the travel demand model is then incorporated into GIS analysis for environmental and infill/density impacts, TREDIS for economic impacts, and MOBILE6 for air quality impacts.

In addition, qualitative information on safety, security, existing facility condition (if relevant), pedestrian/bicycle accommodations, and consistency with sub-regional plans is being gathered through the implementing agencies.

Evaluation Measure Descriptions

At their June meetings, the CMAP Board and MPO Policy Committee adopted evaluation measures to be used in evaluating projects and systems of projects. These measures were considered in draft form at Transportation Committee meetings in the spring.

The quantitative measures reported in the project evaluations are:

- Long-Term Economic Development – the long-term economic impacts of the project (construction impacts are not included). To ensure consistency in the evaluations, all projects are presumed to be completed in 2017; this allows sufficient time for the model to stabilize. Three measures are included – jobs, income and regional output. **Please note that these measures are still being calculated and are not included in the attached project descriptions.**
- Congestion – as measured by the travel demand model, the number of vehicle hours of travel under congested conditions. There is one measure for the project facility, and one for the full network.
- Travel Time Savings – the difference between the travel time for home-based work trips under the reference scenario and the scenario incorporating the project. The savings are estimated for both highway and transit trips.
- Mode Share – the number of trips on an average weekday made by auto, transit and non-motorized modes.

- Jobs-Housing Access – the average number of jobs accessible to individuals in the region within a specified time (45 minutes for highway travel, 75 minutes for transit travel).
- Air Quality - the number of tons of criteria pollutants or precursors emitted by highway vehicles. On a daily basis, volatile organic compounds and nitrogen oxides are measured – they are the precursors to ground-level ozone. On an annual basis, direct particulate emissions and nitrogen oxides are measured – these are the primary contributors to fine particulate matter pollution.
- Energy Consumption and Greenhouse Gas Emissions – annual tons of carbon dioxide equivalent gases.
- Preservation of Natural Resources – the number of subzones surrounding a project's access points (rail stations or highway interchanges) that contain concentrations of unprotected natural areas with high environmental value, high-quality streams or prime agricultural lands. The percentage of this number relative to the total number of subzones surrounding a project's access points is also calculated. Since this measure is specific to a project, no comparison is made to the reference scenario.
- Support for Infill Development – the number of subzones surrounding a project's access points (rail stations or highway interchanges) that are within municipal boundaries. The percentage of subzones around the access points this number represents is also calculated. Since this measure is specific to a project, no comparison is made to the reference scenario.
- Peak Period Utilization/Demand (ratio) – the volume/capacity ratio is computed for the network links that comprise the project (highway projects only). Since this can be computed for the reference scenario and the reference scenario with the project, the change in this ratio is calculated.
- Facility Condition – the most current CRS score is reported for highway projects. For transit facilities, CMAP staff is working with RTA staff to develop condition assessments.

Measures with qualitative impacts are summarized in the narrative section of the project evaluation; many of these measures are still being collected and are not included in all narratives. These include:

- Safety features – a description of how the project will address existing deficiencies or incorporate new features to improve safety.
- Security features – a description how the project will contribute to transportation security.
- Provision of bicycle and pedestrian facilities – a description of the project's accommodations to and support of bicycle and pedestrian travel.
- Consistency between regional and sub-regional plans, including municipal and county plans – project sponsors have been asked to describe the consistency of their projects with the plans of local governments in the project area.

Reference Values for Evaluation Measures

The reference scenario, against which individual projects are being compared, is a scenario in which current trends/regional plans are extended to 2040. The results for this scenario are shown below. Please note that these are direct measures, not differences as reported in the

project evaluations. So, for example, the reference scenario reports 3,536,881 hours of highway travel under congested conditions. If a project evaluation has a value of -10,000, then the project is expected to reduce congested hours of travel by 10,000 hours, to 3,526,881.

In addition, it should be noted that the systems of projects that will be considered over the next several months will be evaluated in the context of the preferred scenario, not the reference scenario. Thus, the baseline values will be different than those shown here.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	N/A
	System (hours)	3,536,881
Travel Time Savings	auto (minutes)	33.84
	transit (minutes)	58.36
Mode Share	auto (trips)	28,374,829
	transit (trips)	3,065,649
	non-motorized (trips)	492,287
Jobs-Housing Access	auto - 45 min (number of jobs)	831,680
	transit - 75 min (number of jobs)	1,268,062
Air Quality	Daily VOC (tons)	63.55
	Daily NOx (tons)	50.94
	Annual Direct PM (tons)	1,020
	Annual NOx (tons)	20,187
Energy Consumption and Greenhouse Gas Emissions (tons)		40,710,832
Preservation of Natural Resources	subzones	N/A
	% of subzones	N/A
Support for Infill Development	subzones	N/A
	% of subzones	N/A
Peak Period Utilization/Demand (ratio)		N/A
Facility Condition (CRS score)		N/A

Attachment 1
Projects Evaluated to Date

Elgin O'Hare Expressway Add Lanes	I-290 to Gary Avenue
I-190 Access Improvements	I-90 to O'Hare Terminals
I-290 Managed Lane	I-88 to Austin Blvd
I-294 Interchange Addition	I-294 at I-57
I-55 Add Lanes and Reconstruction	Naperville Rd to Coal City Rd
I-57 Add Lanes	I-80 to Wilmington-Peotone Road
I-80 Add Lanes	Grundy County Line to US 45
I-90 Add Lanes	I-294 to Elgin Toll Plaza
IL 394	I-80 to IL 1/Goodenow Road
Southeast Service	Chicago CBD to Crete
Suburban Transit Access Route (STAR Line)	Joliet to Hoffman Estates to O'Hare
Elgin O'Hare Expressway East Extension	I-290 to West O'Hare Bypass
Elgin O'Hare Expressway West Extension	Gary Ave to US 20
I-57 to IL 394 Connector	I-57 to IL 394
Illiana Corridor	IL 394 to I-65 (Lowell, IN)
McHenry Co Extension of Prairie Parkway	From I-90 to IL/WI State Line
McHenry-Lake Corridor	IL 120 @ Wilson Rd to Richmond
Prairie Parkway	I-88 to I-80

Attachment 2
Projects with Pending Evaluations

DuPage "J" Line	Aurora to O'Hare/Schaumburg
Tollway Transit System	Additional Exclusive Bus Lane/Service on I-294 and I-90
BNSF RR Extension	Union Station to Oswego/Plano
Heritage Corridor Improvements	Joliet to Union Station: resolution of freight conflicts
Metra Electric Improvements and Extension	Randolph Station to SSA/Kankakee
Milwaukee Dist N Improvements /Extension	Union Station to Wadsworth/Richmond
Milwaukee Dist W Improvements /Extension	Union Station to Huntley/Marengo
North Central Service Improvements	Union Station to Antioch
Rock Island Improvements and Extension	La Salle St to Minooka/Peru
SW Service Improvements and Extension	Union Station to Manhattan/Joliet Arsenal
UP North Improvements	Track and Signal Improvements from Ogilvie to Kenosha
UP Northwest Improvements and Extension	Ogilvie to Johnsburg; other track/signal improvements
UP West Improvements	Signal, storage, track, and service upgrades
I-294 Add Lanes North	IL/WI Border to Balmoral Ave
I-294 Add Lanes South	95th Street to IL 394
I-88 Add Lanes	I-294 to Orchard Road
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	Lake-Cook Rd to IL 120; Wilson Rd to I-94
Elgin O'Hare Expressway Far West Extension	Shales Pkwy to E Bartlett Rd, as high level arterial
Prairie Parkway Southeast Extension	From I-80/PP (Minooka) to I-57
South Suburban Corridor	I-80 to I-57
West O'Hare Bypass	I-294 to I-90
Gray Line LRT	Existing ME So Chicago Branch - Randolph to 93rd St
Mid-City Transitway	Jefferson Pk Station to 87th St via BRC RR
Blue Line West Extension	Forest Park to Lisle

Circle Line	Fullerton Av Station to Ashland Av Orange Ln Station
Express Airport Train Service	O'Hare to Midway plus terminal at 108 N State
Green Line Enhancements	Harlem Ave to 63rd St
North Red Line Improvements	Howard St to Addison St
Orange Line Extension	Midway to Ford City SC
Red Line Extension (South)	95th to 130th Sts
West Loop Transportation Center	Union Station and Ogilvie connection plus Clinton St Subway
Yellow Line Enhancements and Extension	Howard St to Old Orchard Road
Brown Line Extension	Lawrence/Kimball to Jefferson Park Blue Line Station
South Shore Commuter Rail Extension	East Chicago or Hammond, IN to Lowell, IN

Attachment 3
Projects Lacking Sufficient Information to Evaluate

BNSF Montgomery Extension	From Montgomery to Aurora
BNSF Sugar Grove Extension	From Sugar Grove to Aurora
UP-NW Extension to Richmond	From McHenry to Richmond, other improvements
I-55 HOV	From I-355 to I-90/94
Inner Circumferential Rail Service	O'Hare to Midway via IHB RR
CTA Blue Line Extension to Schaumburg	O'Hare to Meacham Road
Central Area Bus Rapid Transit	Carroll Ave-Clinton Ave: Navy Pier to Congress Pkwy
CCP RR Service from Burlington	Burlington to UP W (Geneva)
Monorail System	Over Great Western Trail and Illinois Prairie Path
Rainbow Line	Argyle/ Red Line west, south and east to 87th/Metra Electric South Chicago Branch
Illinois Transit System and Spider 10 Hwy System	
O'Hare Direct - High Speed Rail Service Network	serving Union Station, O'Hare, several suburban locations
Transportation for the Future Now	Electronic Mechanical Guided Highway
Reason Foundation project	
Illinois Rail Net Corridor	Light Rail or BRT in Kendall County
Gold Line	
Illiana Corridor Extension	I-55 to IL 394
Limited Stop Airport Train Service	O'Hare and Midway to Downtown Chicago

Elgin O'Hare Add Lanes from I-290 to Gary Avenue

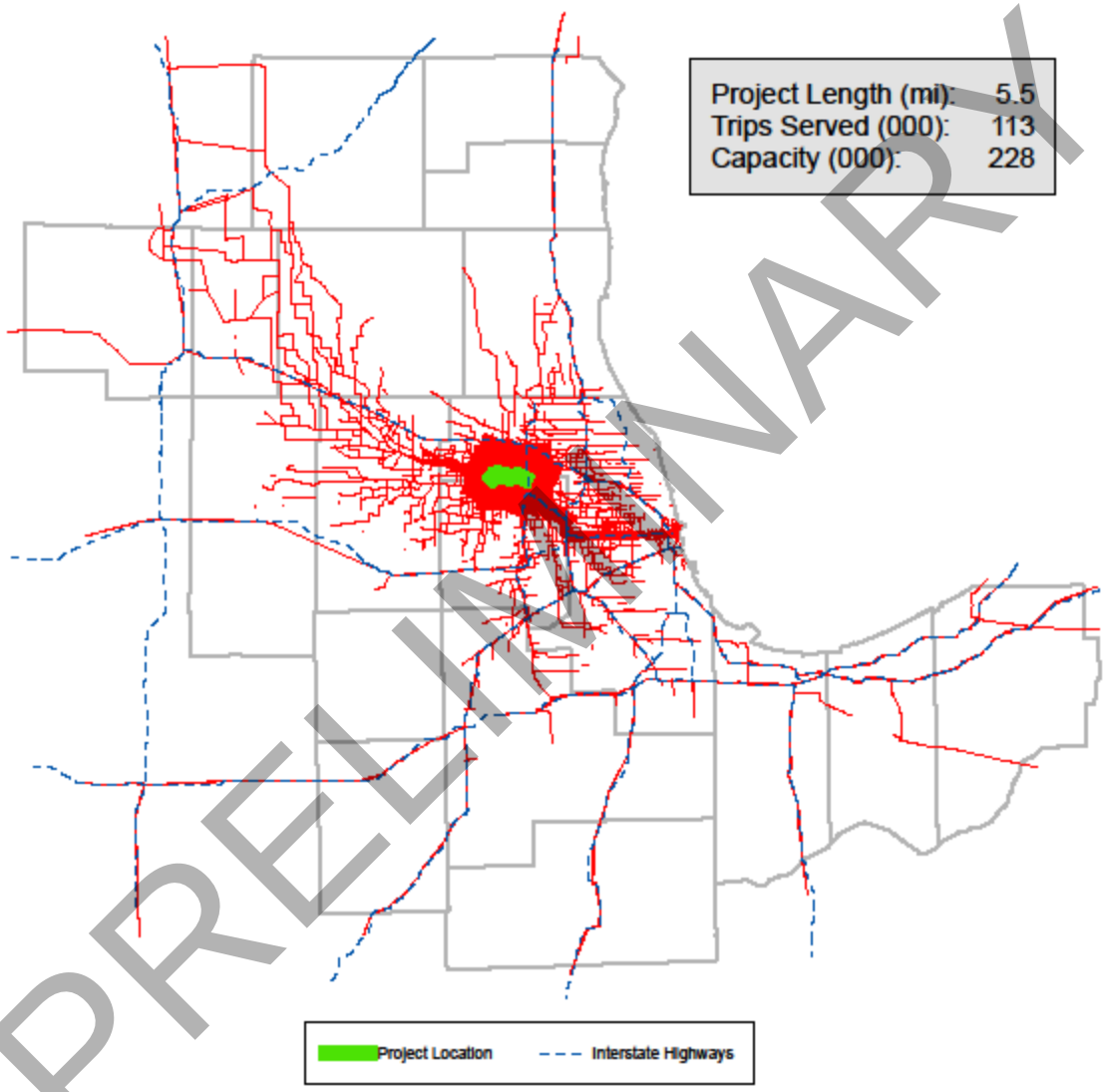
The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. In addition to extending the Elgin-O'Hare east and west, the *2030 RTP* recommends adding lanes to the existing freeway, which provides two lanes in each direction from US20 to near I-290. The extent of the expanded (4 to 6 total lanes) would be from I-290 west to Gary Avenue. Current at-grade intersections would be grade separated. An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed.

The addition of travel lanes will enhance safety by reducing congestion-related incidents. The additional capacity will also enhance the existing Elgin O'Hare Expressway's capability to facilitate evacuations and incident response. The exact total project cost is still to be determined, This project is scheduled to be completed in the medium term (by year 2020).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic	jobs	0
Development, Including	income	0
Freight System	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-1,274
	System (hours)	-6,854
Travel Time Savings	auto (minutes)	-0.06
	transit (minutes)	-0.14
Mode Share	auto (trips)	4,617
	transit (trips)	-3,176
	non-motorized (trips)	1
Jobs-Housing Access	auto - 45 min (number of jobs)	4,431
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	-0.01
	Daily NOx (tons)	-0.01
	Annual Direct PM (tons)	0
	Annual NOx (tons)	-3
Energy Consumption and Greenhouse Gas Emissions (tons)		-6,964
Preservation of Natural	subzones	0
Resources	% of subzones	0%
Support for Infill Development	subzones	44
	% of subzones	90%
Peak Period Utilization/Demand (ratio)		-0.08
Facility Condition (CRS score)		7.2

Elgin-O'Hare Expressway Add Lanes: I-290 to Gary AV

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare add lanes.
- Project coding is from 2030 RTP with the following modification:
  * western limit of add lanes is Gary Av, not US 20.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-190 Improvements

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

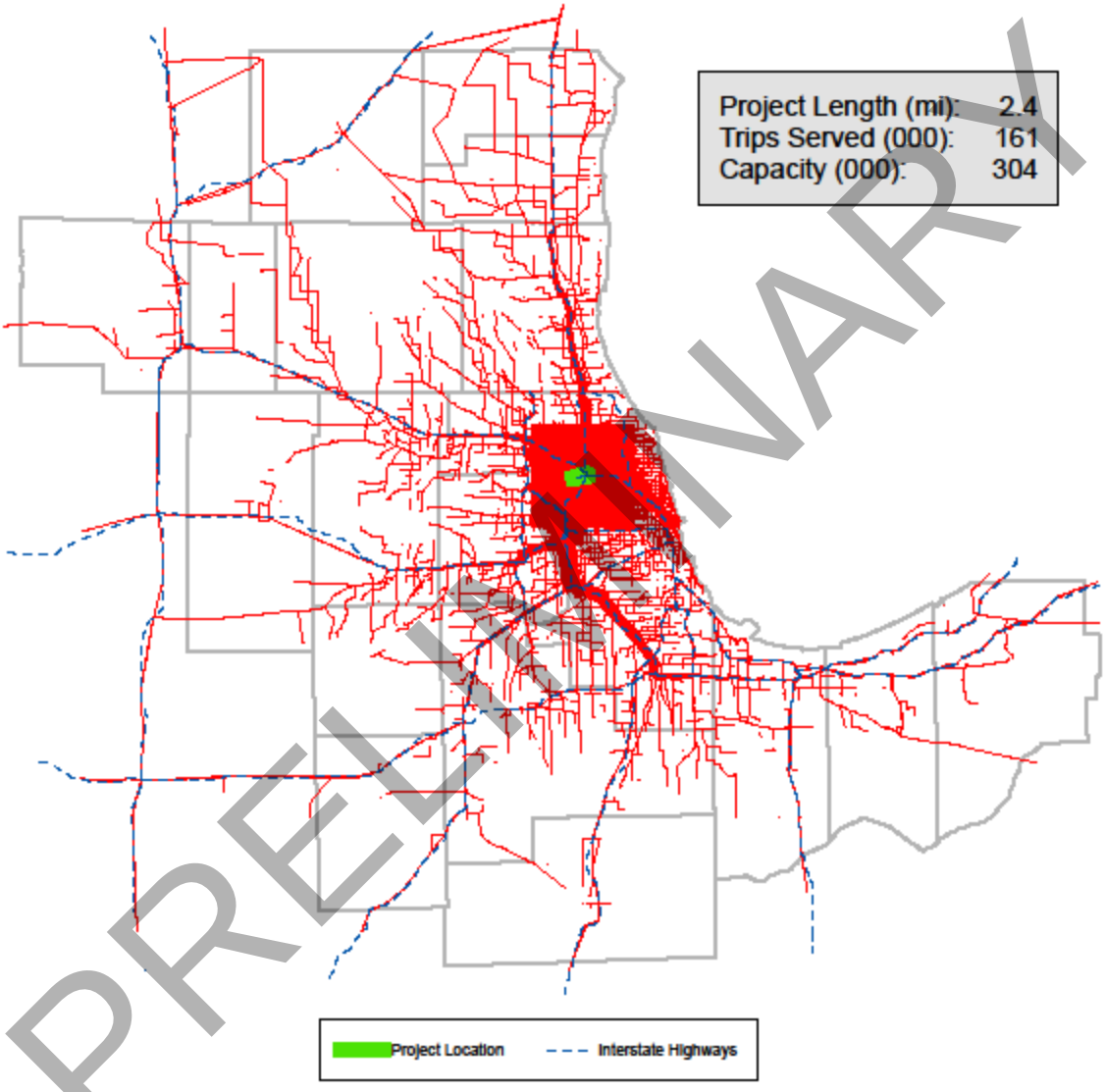
This is a medium to long-term completion project.

Estimated project cost is $355,000,000.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-1,020
	System (hours)	-7,031
Travel Time Savings	auto (minutes)	0.00
	transit (minutes)	-0.07
Mode Share	auto (trips)	2,196
	transit (trips)	-1,880
	non-motorized (trips)	-103
Jobs-Housing Access	auto - 45 min (number of jobs)	-674
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.03
	Daily NOx (tons)	0.02
	Annual Direct PM (tons)	0
	Annual NOx (tons)	7
Energy Consumption and Greenhouse Gas Emissions (tons)		14,946
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	36
	% of subzones	100%
Peak Period Utilization/Demand (ratio)		-0.57
Facility Condition (CRS score)		0.0

I-190 Access Improvements: I-90 to O'Hare Terminals

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-190 access improvements.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-290, Cook County

I-290 (Eisenhower Expressway) serves Chicago's CBD and western suburbs. The initial proposal includes an additional lane in each direction which could be a high-occupancy vehicle (HOV) lane from I-88 to Austin Boulevard. The expressway serves a corridor with complementary transit service and high transit ridership.

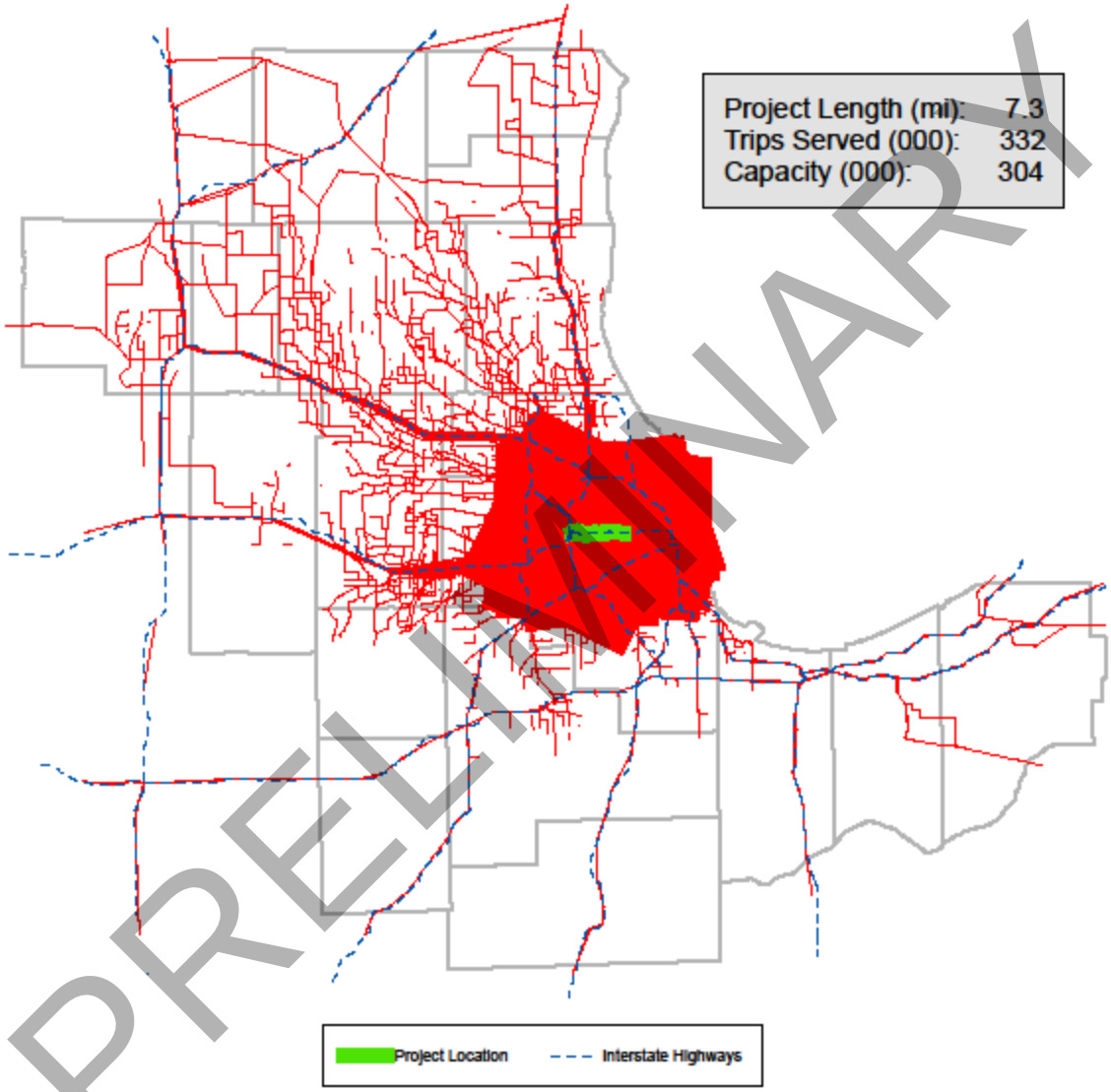
The proposal enhances security by providing a managed lane that can be used to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions. HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

If done as an add-lane in each direction project, a cost of $1,100,000,000 has been cited.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-18,036
	System (hours)	-49,860
Travel Time Savings	auto (minutes)	-0.18
	transit (minutes)	-0.07
Mode Share	auto (trips)	3,717
	transit (trips)	-3,644
	non-motorized (trips)	-85
Jobs-Housing Access	auto - 45 min (number of jobs)	8,400
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	-0.12
	Daily NOx (tons)	-0.01
	Annual Direct PM (tons)	0
	Annual NOx (tons)	0
Energy Consumption and Greenhouse Gas Emissions (tons)		20,256
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	58
	% of subzones	92%
Peak Period Utilization/Demand (ratio)		-0.13
Facility Condition (CRS score)		0.0

I-290 Managed Lane: I-88 to Austin Blvd

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-290 Managed Lane.
- Project coding is from 2030 RTP: project is modeled as a general purpose add lane, not an HOV or truck-only lane.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-294 at I-57 Interchange Addition

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals.

The initial proposal is to build a new full interchange at I-57 (between the existing 147th and 159th Street interchanges). A new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve the accessibility of the south and southwest suburbs.

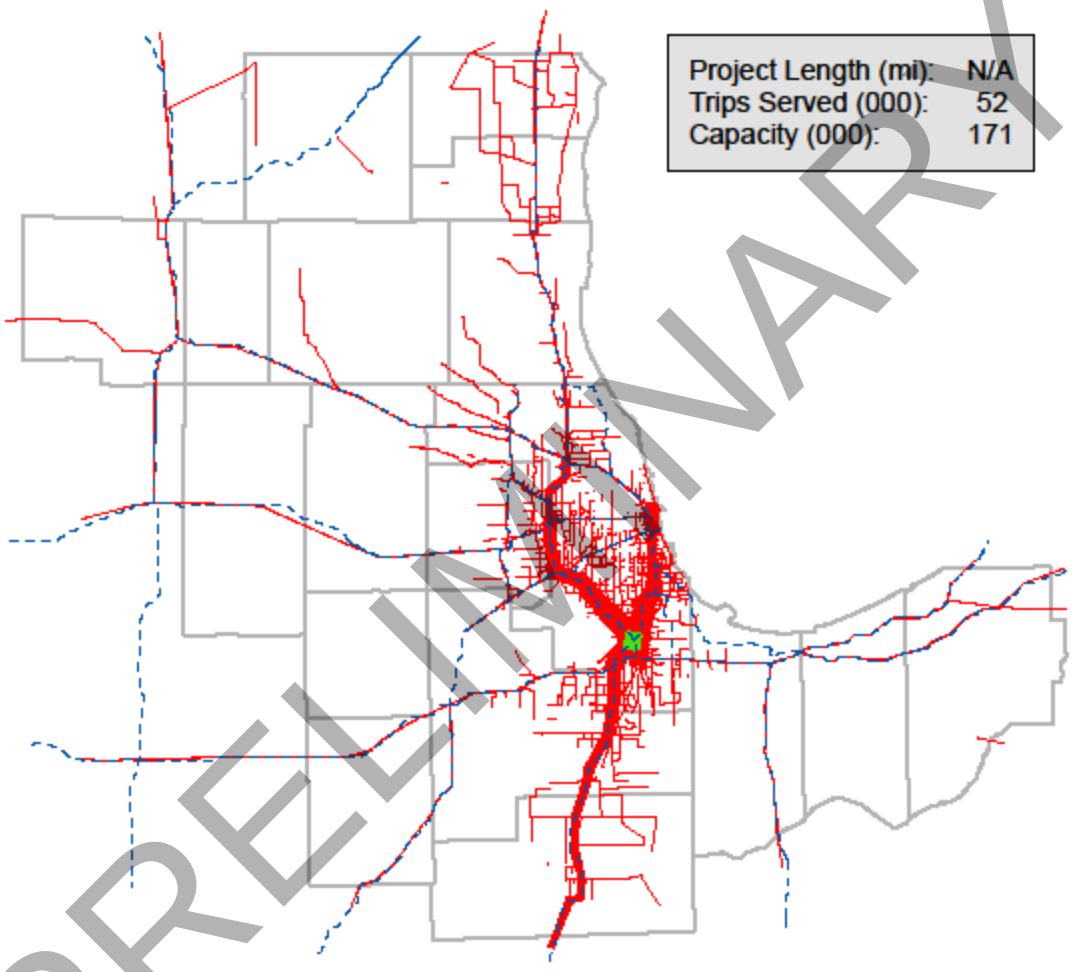
The project has a medium term (year 2015-2020) completion time frame.

Estimated project cost is $687,000,000.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	9,408
Travel Time Savings	auto (minutes)	-0.01
	transit (minutes)	-0.02
Mode Share	auto (trips)	3,120
	transit (trips)	-1,909
	non-motorized (trips)	-50
Jobs-Housing Access	auto - 45 min (number of jobs)	714
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.05
	Daily NOx (tons)	0.00
	Annual Direct PM (tons)	0
	Annual NOx (tons)	2
Energy Consumption and Greenhouse Gas Emissions (tons)		2,014
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	11
	% of subzones	100%
Peak Period Utilization/Demand (ratio)		0.67
Facility Condition (CRS score)		0.0

I-294 Interchange Addition: I-294 at I-57

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-294 interchange at I-57.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-55 Add Lanes and Reconstruction

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue.

This proposal is to add lanes to I-55 (Stevenson Expressway) from Naperville Road on the north to Coal City Road on the south, a total project length of 29.3 miles, with 56.3 lanes-miles to be built.

When completed, improvements from Naperville Road to I-80 will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 126 and additional safety and operations improvements -which may enable managed lane implementation. South of I-80, lanes will be added on selected segments, and the interchange at IL 129 will be improved for safer operation.

As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

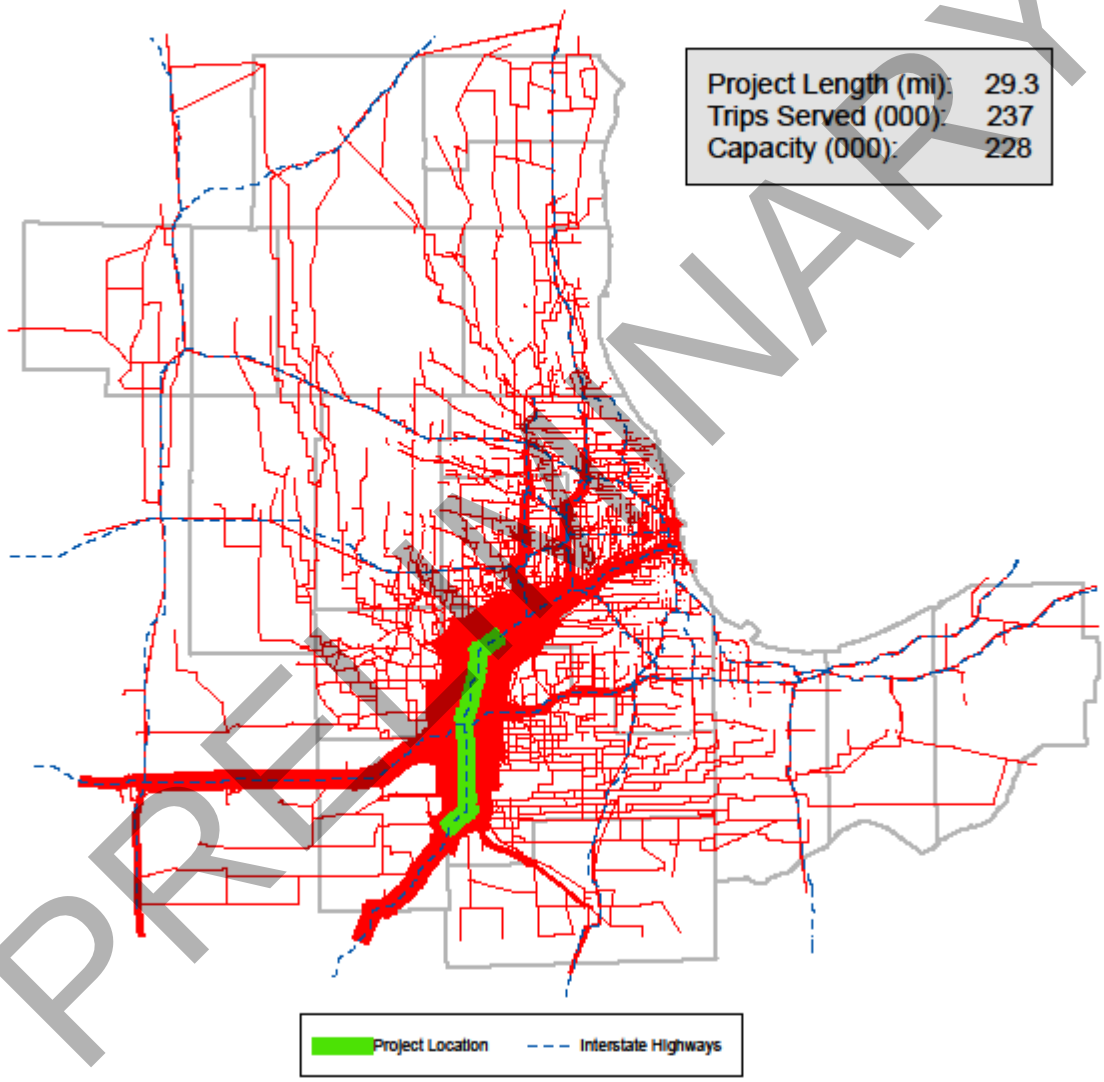
The total project cost is still to be determined.

The project segment north of I-80 is anticipated to be completed in the short term (before 2015), while the I-80 to Coal City Road portion is to be completed in the medium to long term (2020 to 2030).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	n/a
	income	n/a
	regional GDP	n/a
Congestion	Targeted Facility/Corridor (hours)	-4,491
	System (hours)	-13,920
Travel Time Savings	auto (minutes)	-0.08
	transit (minutes)	-0.08
Mode Share	auto (trips)	-10
	transit (trips)	-612
	non-motorized (trips)	-25
Jobs-Housing Access	auto - 45 min (number of jobs)	4,642
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.03
	Daily NOx (tons)	0.12
	Annual Direct PM (tons)	1
	Annual NOx (tons)	47
Energy Consumption and Greenhouse Gas Emissions (tons)		33,023
Preservation of Natural Resources	subzones	300
	% of subzones	48%
Support for Infill Development	subzones	231
	% of subzones	37%
Peak Period Utilization/Demand (ratio)		-0.18
Facility Condition (CRS score)		6.8

I-55 Add Lanes: Naperville RD to Coal City RD

Traffic using improved facility



I-57 Add Lanes

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport. The initial proposal is to add one lane in each direction to I-57 from I-80 south first to the proposed I-57/IL 394 connector then to Wilmington-Peotone Road.

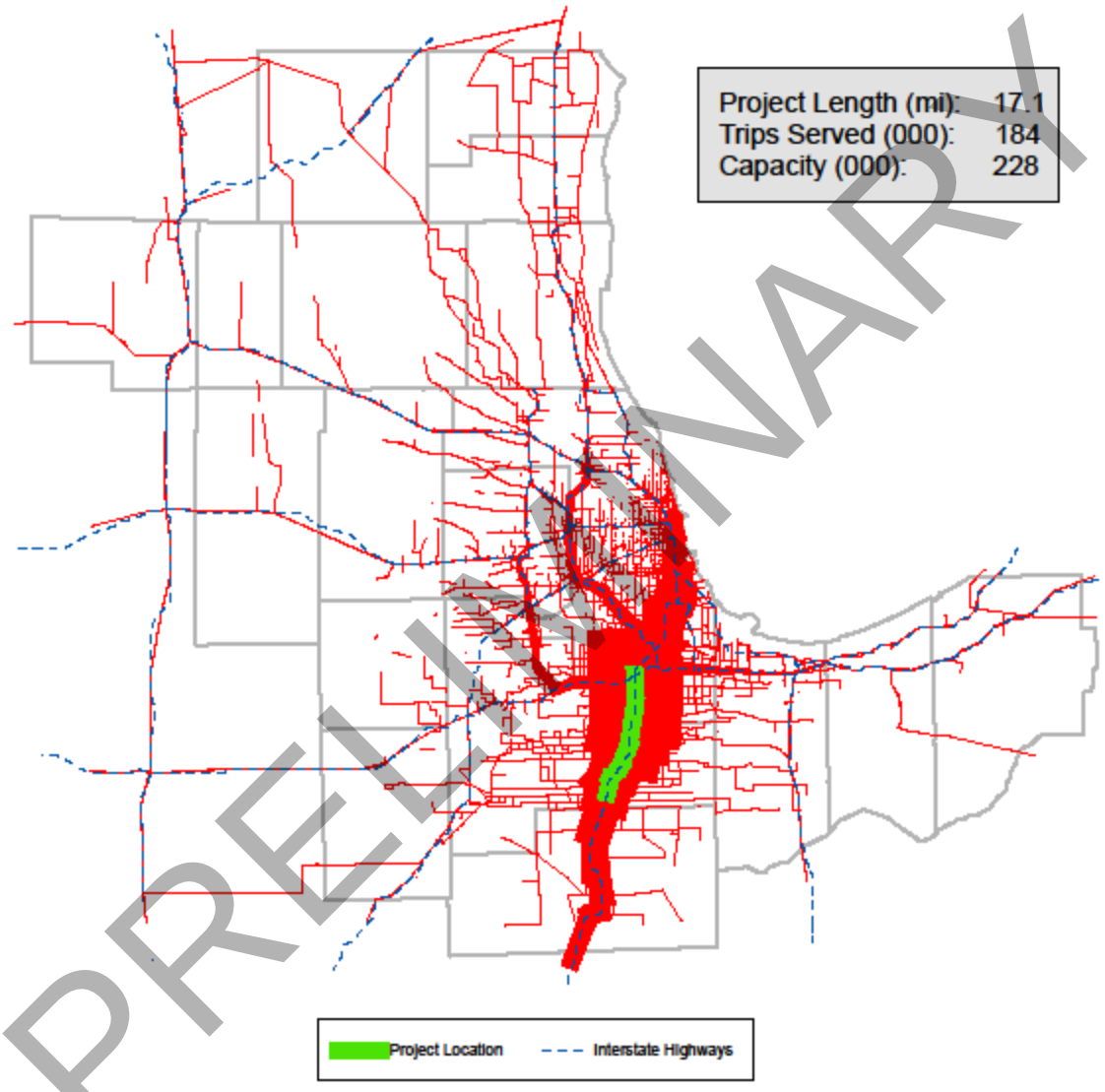
The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

This project has a long term (year 2030) completion time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-5,047
	System (hours)	10,774
Travel Time Savings	auto (minutes)	0.00
	transit (minutes)	-0.14
Mode Share	auto (trips)	7,076
	transit (trips)	-4,800
	non-motorized (trips)	-107
Jobs-Housing Access	auto - 45 min (number of jobs)	1,512
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.06
	Daily NOx (tons)	0.06
	Annual Direct PM (tons)	1
	Annual NOx (tons)	26
Energy Consumption and Greenhouse Gas Emissions (tons)		30,611
Preservation of Natural Resources	subzones	6
	% of subzones	6%
Support for Infill Development	subzones	50
	% of subzones	53%
Peak Period Utilization/Demand (ratio)		-0.08
Facility Condition (CRS score)		6.6

I-57 Add Lanes: I-80 to Wilmington-Peotone RD

Traffic using improved facility



I-80

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 from the Grundy County line to US 45.

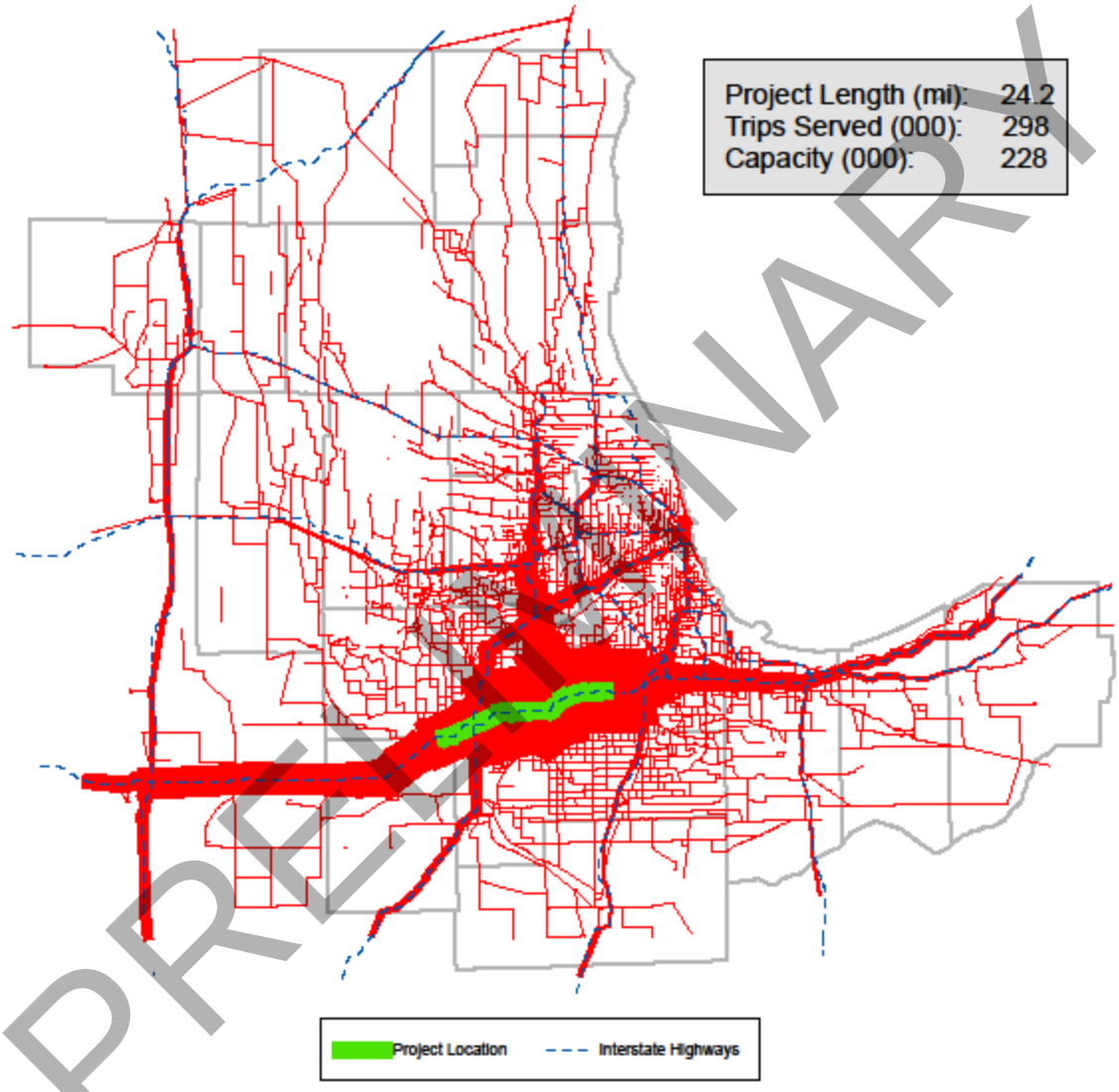
The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

This project has a medium term (year 2020) completion time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-13,950
	System (hours)	-32,150
Travel Time Savings	auto (minutes)	-0.12
	transit (minutes)	-0.03
Mode Share	auto (trips)	7,240
	transit (trips)	-4,897
	non-motorized (trips)	-122
Jobs-Housing Access	auto - 45 min (number of jobs)	5,686
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	-0.05
	Daily NOx (tons)	0.05
	Annual Direct PM (tons)	0
	Annual NOx (tons)	24
Energy Consumption and Greenhouse Gas Emissions (tons)		23,269
Preservation of Natural Resources	subzones	24
	% of subzones	21%
Support for Infill Development	subzones	68
	% of subzones	59%
Peak Period Utilization/Demand (ratio)		-0.11
Facility Condition (CRS score)		7.6

I-80 Add Lanes: Grundy Co. to US45

Traffic using improved facility



I-90 (Jane Addams Memorial Tollway) Improvements

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest.

The initial proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza. A subsequent proposal is to continue the additional lanes from the Elgin toll plaza west through the Rockford area. Most of the Jane Addams Memorial Tollway will require reconstruction in the coming decades. Access to the facility may be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at Barrington Road, Roselle Road, and IL 72; and, providing a new interchange at Meacham Road.

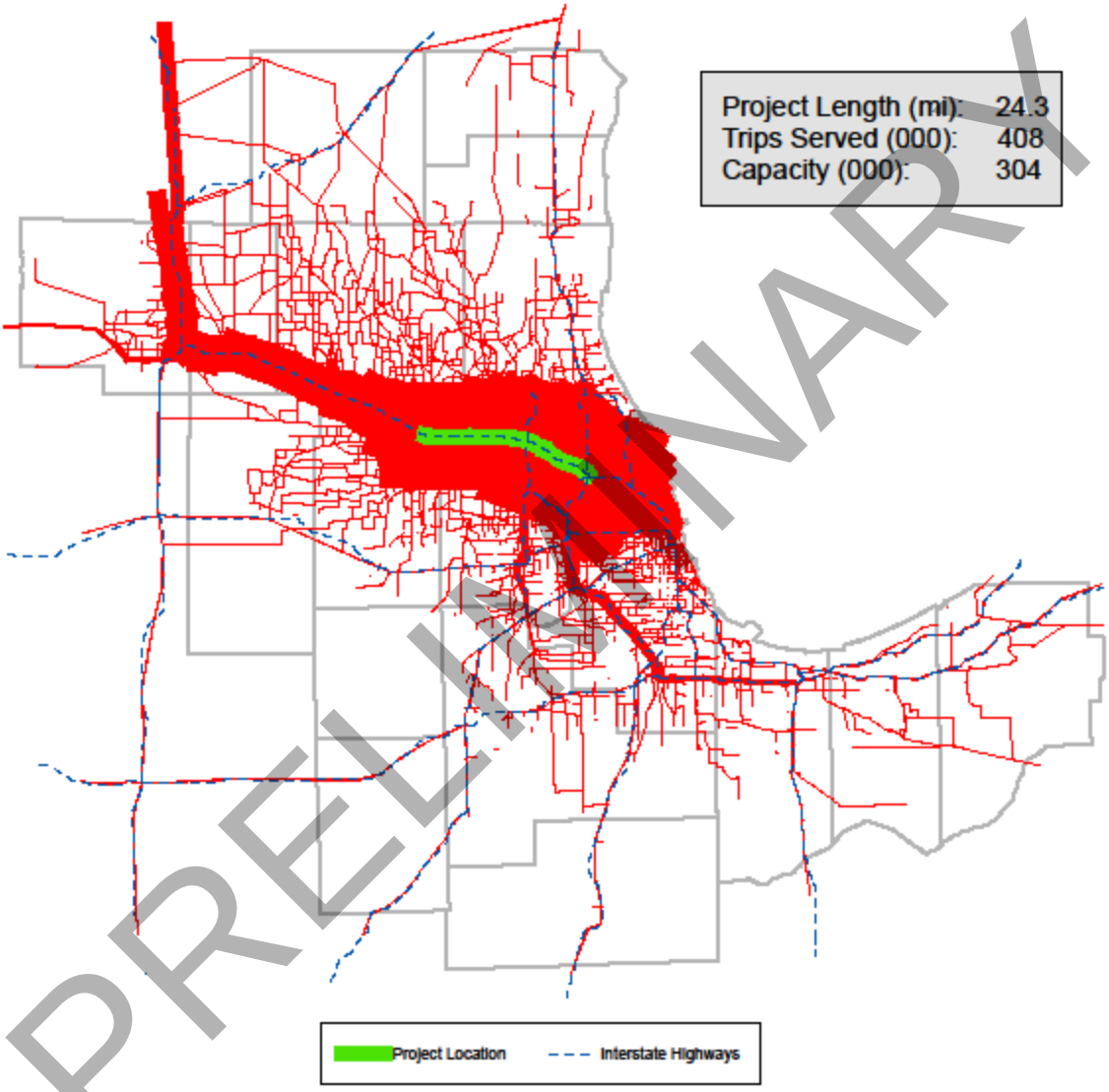
The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

This project has a medium term (year 2020) completion time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-8,096
	System (hours)	-40,076
Travel Time Savings	auto (minutes)	-0.16
	transit (minutes)	-0.15
Mode Share	auto (trips)	1,712
	transit (trips)	-1,429
	non-motorized (trips)	33
Jobs-Housing Access	auto - 45 min (number of jobs)	6,135
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	-0.05
	Daily NOx (tons)	0.04
	Annual Direct PM (tons)	1
	Annual NOx (tons)	20
Energy Consumption and Greenhouse Gas Emissions (tons)		30,925
Preservation of Natural Resources	subzones	5
	% of subzones	3%
Support for Infill Development	subzones	128
	% of subzones	82%
Peak Period Utilization/Demand (ratio)		-0.11
Facility Condition (CRS score)		0.0

I-90 Add Lanes: I-294 to Elgin Toll Plaza

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-90 add lanes.
- Project coding is from 2030 RTP with the following modification:
  * expanded interchanges at Barrington RD and Roselle RD.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

IL394

IL394 connects southeastern Cook County and northeastern Will County to the rest of the region. The highway is expected to be a key access route to the proposed South Suburban Airport and developing Will County. The initial proposal is to add lanes (Two lanes in each direction would be added from Thornton-Lansing Road to Steger Road; one lane in each direction would be added from Steger Road to Exchange Street.) from I-80/94 to Exchange Street and to convert from the existing high-type arterial to freeway design from US30 to Exchange Street. From Exchange Street to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety. Preliminary plans call for several improvements: reconfiguration of the terminus at IL 1 and Goodenow Rd; reconstruction of two existing interchanges at Glenwood-Dyer Road and US 30; three (3) additional interchanges at Sauk Trail Road, Steger Road, and Exchange Street; existing overpass at Joe Orr Road reconstructed; two additional overpasses will be constructed at Richton Road and Faithorn-Burville Road.

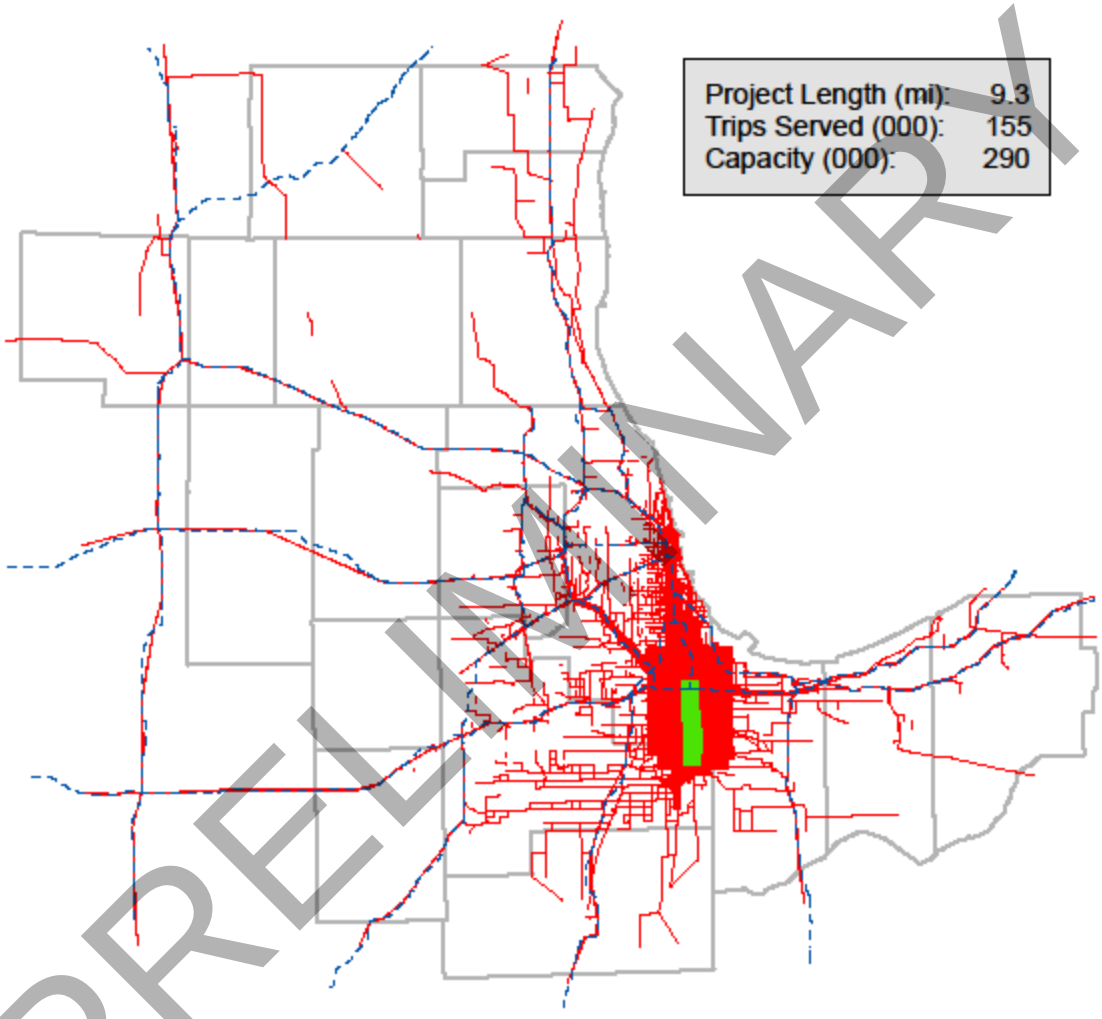
The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

This project has a medium term (year 2015) completion time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	-447
	System (hours)	1,968
Travel Time Savings	auto (minutes)	-0.08
	transit (minutes)	-0.09
Mode Share	auto (trips)	-587
	transit (trips)	-958
	non-motorized (trips)	-105
Jobs-Housing Access	auto - 45 min (number of jobs)	6,096
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.04
	Daily NOx (tons)	0.06
	Annual Direct PM (tons)	1
	Annual NOx (tons)	28
Energy Consumption and Greenhouse Gas Emissions (tons)		37,192
Preservation of Natural Resources	subzones	5
	% of subzones	6%
Support for Infill Development	subzones	41
	% of subzones	50%
Peak Period Utilization/Demand (ratio)		-0.23
Facility Condition (CRS score)		8.0

IL 394 Add Lanes: I-80 to Exchange ST

Traffic using improved facility



NOTES:

- Analysis results for 2040 Reference Scenario network plus IL 394 add lanes.
- IL 394 add lanes coding is from the 2030 RTP with the following modifications:
  - * 4 lanes each direction: Thornton-Lansing RD to Steger RD
  - * 3 lanes each direction: Steger RD to Exchange ST
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Southeast Service

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The initial proposal is for a new 33-mile commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs. The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station.

The proposed new service will enhance safety by reducing vehicle demand along nearby north-south expressways, while providing a route for evacuation and travel following an incident. The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

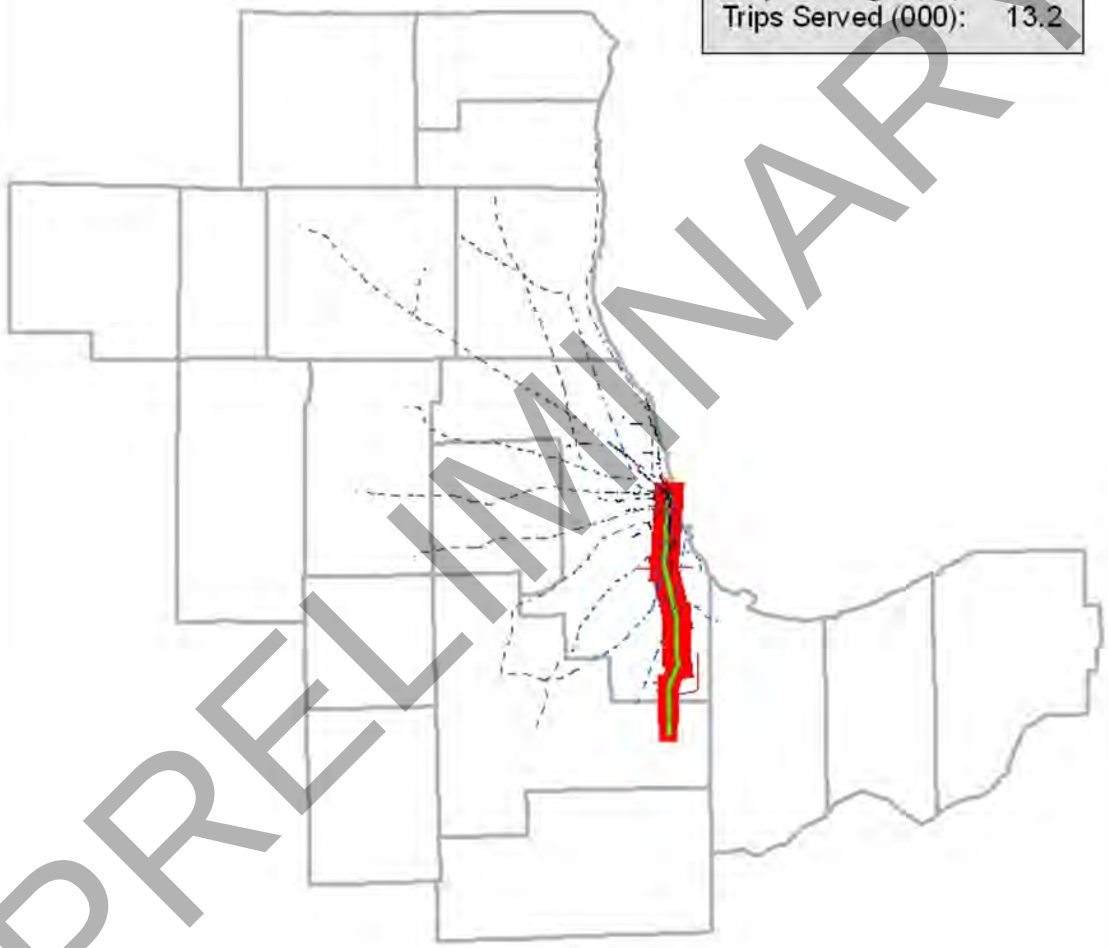
The exact total project cost is still to be determined, but was estimated at $524,000,000. (Richard Wronski, "South Side Hopes Olympics bring a CTA Gold Line", Chicago Tribune, July 7, 2009). This project is scheduled to be completed in the long term (by year 2030).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	-3,019
Travel Time Savings	auto (minutes)	0.00
	transit (minutes)	-0.12
Mode Share	auto (trips)	-13,660
	transit (trips)	11,590
	non-motorized (trips)	1,092
Jobs-Housing Access	auto - 45 min (number of jobs)	-764
	transit - 75 min (number of jobs)	16,371
Air Quality	Daily VOC (tons)	-0.01
	Daily NOx (tons)	-0.02
	Annual Direct PM (tons)	0
	Annual NOx (tons)	-8
Energy Consumption and Greenhouse Gas Emissions (tons)		-9,064
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	96
	% of subzones	83%
Peak Period Utilization/Demand (ratio)		0.00
Facility Condition (CRS score)		0.0

Southeast Service

Trips using improved facility

Project Length (mi):	32.8*
Trips Served (000):	13.2



Project Location Metra Lines CTA Rail Lines

NOTES:
* Length of entire line. New segment (from Gresham station south) is 24.8 miles.
- Analysis results for 2040 Reference Scenario network plus Southeast Service.
- SES coding is from the 2030 RTP.
- Trips served counts only Home-Based Work trips.
- Only links with more than 10 trips on them are displayed.

STAR Line

The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

As a new transit corridor that parallels heavily congested north-south and east-west corridors, it will increase safety by reducing long-distance vehicle trips. The stations on the STAR Line will be equipped with bicycle parking facilities and be heavily integrated into bicycle/pedestrian trails of nearby communities. As a parallel travel system serving large trip generators, it will provide redundancy in the event of a major incident .

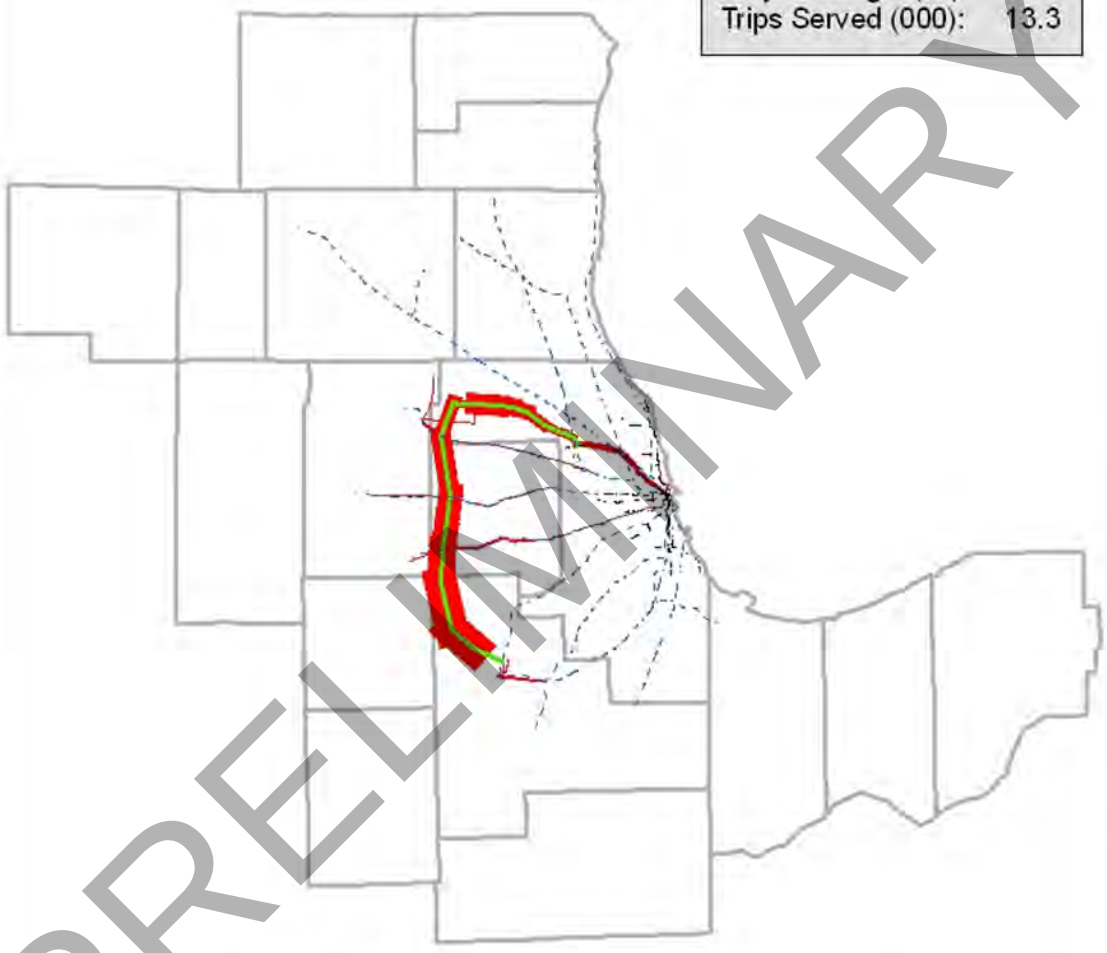
Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	3,736
Travel Time Savings	auto (minutes)	0.08
	transit (minutes)	0.08
Mode Share	auto (trips)	-31,409
	transit (trips)	32,973
	non-motorized (trips)	292
Jobs-Housing Access	auto - 45 min (number of jobs)	-1,271
	transit - 75 min (number of jobs)	57,632
Air Quality	Daily VOC (tons)	-0.01
	Daily NOx (tons)	-0.02
	Annual Direct PM (tons)	0
	Annual NOx (tons)	-8
Energy Consumption and Greenhouse Gas Emissions (tons)		-28,392
Preservation of Natural Resources	subzones	24
	% of subzones	10%
Support for Infill Development	subzones	187
	% of subzones	81%
Peak Period Utilization/Demand (ratio)		0.00
Facility Condition (CRS score)		0.0

The exact total project cost is still to be determined, but was estimated at $1,103,000,000 in March of 2003. (Star Line Feasibility Report, Metra). This project is scheduled to be completed in the long term (by year 2030).

STAR Line

Trips using improved facility

Project Length (mi):	58.9
Trips Served (000):	13.3



Project Location Metra Lines CTA Rail Lines

NOTES:
- Analysis results for 2040 Reference Scenario network plus STAR Line.
- STAR Line coding is from the 2030 RTP.
- Trips served counts only Home-Based Work trips.
- For cartographic purposes, the select line analysis results shown excluded one link directly south of the BNSF. This does not affect the number of trips served on the STAR Line.
- Only links with more than 10 trips on them are displayed.

Elgin O'Hare East Extension

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. The initial proposal is to provide new multimodal highway segments to complete the eastern segment of the existing Elgin-O'Hare Expressway, enhance the O'Hare Modernization Plan (OMP)'s proposed western access to O'Hare, and provide a western bypass of O'Hare Airport.

The proposal is comprised of several distinct phases of implementation. On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 2 to 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east from I-290 along the present Thorndale Avenue; Thorndale Avenue will be replaced by the new facility. Interchange access is being examined at Rohlwing Road, Park Boulevard, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. .

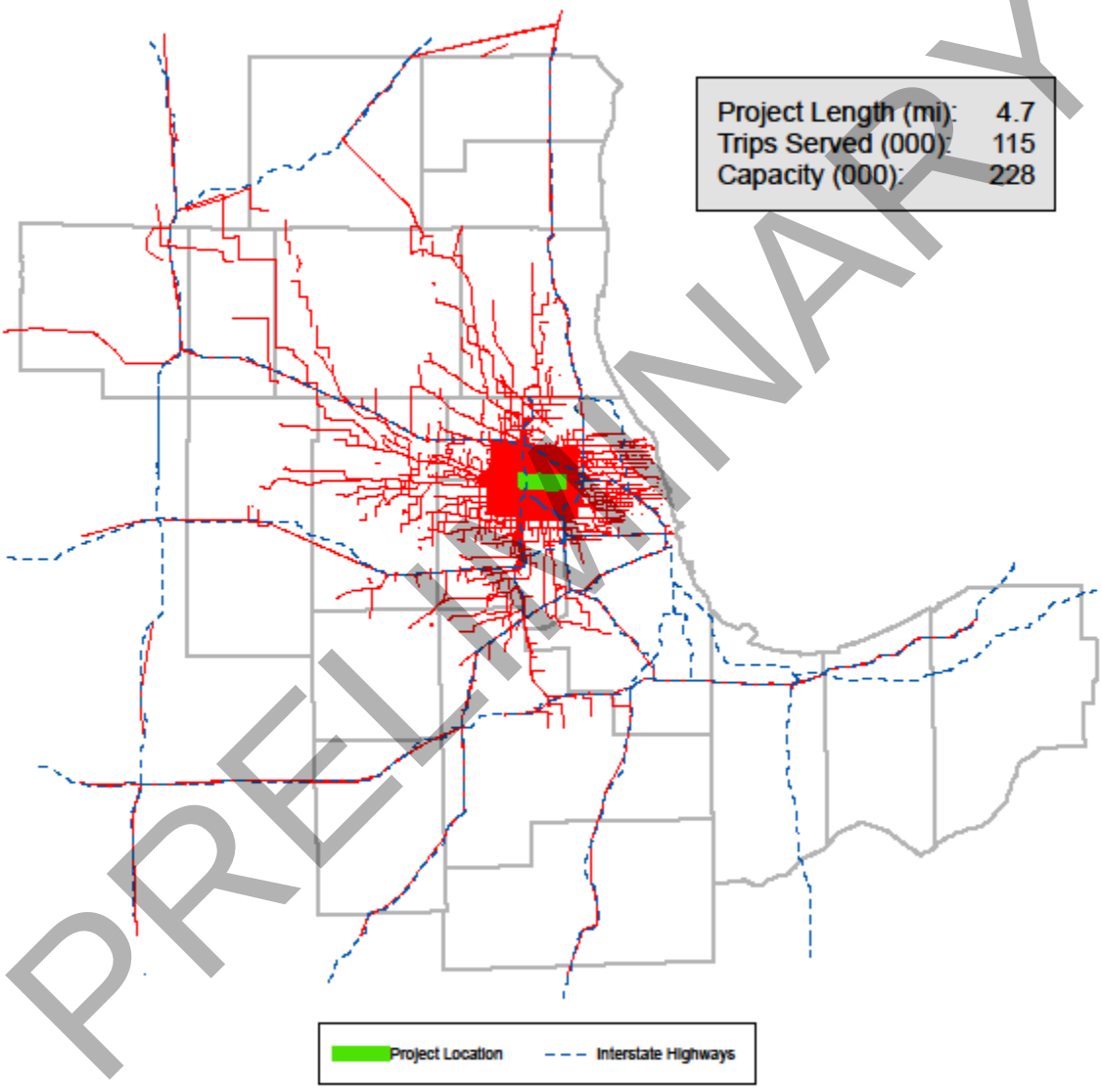
The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on I-90, I-290, or any of several heavily traveled east-west thoroughfares in Northern DuPage County. The development of a parallel east-west bicycle and pedestrian trail is also part of the proposal.

The exact total project cost is still to be determined; the highest cost alternative is estimated at $1,385,000,000 (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). This project is scheduled to be completed in the medium term (by year 2020).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	1,603
Travel Time Savings	auto (minutes)	-0.06
	transit (minutes)	-0.13
Mode Share	auto (trips)	2,736
	transit (trips)	-1,117
	non-motorized (trips)	26
Jobs-Housing Access	auto - 45 min (number of jobs)	3,798
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.00
	Daily NOx (tons)	0.02
	Annual Direct PM (tons)	1
	Annual NOx (tons)	12
Energy Consumption and Greenhouse Gas Emissions (tons)		18,822
Preservation of Natural Resources	subzones	2
	% of subzones	4%
Support for Infill Development	subzones	51
	% of subzones	100%
Peak Period Utilization/Demand (ratio)		0.95
Facility Condition (CRS score)		0.0

Elgin-O'Hare Expwy East Extension: I-290 to West O'Hare Bypass

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare East Extension.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Elgin O'Hare West Extension

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. The initial proposal is to provide new multimodal highway segments to complete the eastern segment of the existing Elgin-O'Hare Expressway, enhance the O'Hare Modernization Plan (OMP)'s proposed western access to O'Hare, and provide a western bypass of O'Hare Airport.

The proposal is comprised of several distinct phases of implementation. On the western end of the existing Elgin-O'Hare facility, a short "near west" expressway segment is proposed to bypass an existing neighborhood and complete the facility's connection to US20. The near west segment has a conceptual alignment originating from the current junction with US 20 southwesterly to a point near County Farm Road just south of Ontarioville Road, then curve northwesterly along Bartlett's eastern border, crossing Devon Avenue just east of Newport Boulevard, and continuing northwest until reaching the existing US 20 at North Avenue Intersection. An interchange is planned at County Farm Road. The remaining western sections (between Shales Parkway and East Bartlett Road) are proposed as improving US20 to an upgraded arterial facility. This portion of the expressway could function as a regional boulevard.

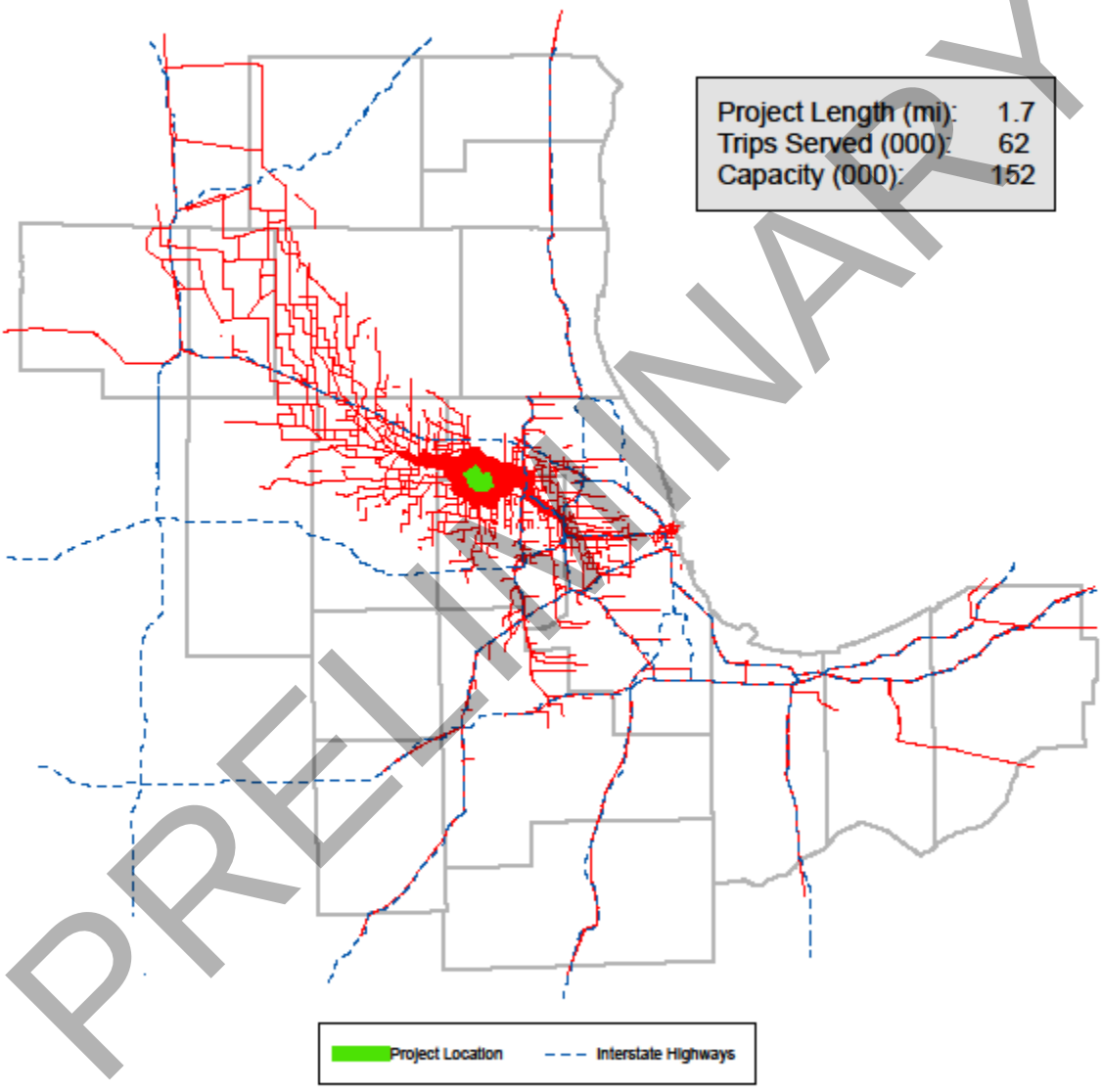
The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and southern Cook county. The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

The exact total project cost is still to be determined. This project is scheduled to be completed in the medium term (by year 2020).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	-2,635
Travel Time Savings	auto (minutes)	-0.05
	transit (minutes)	-0.22
Mode Share	auto (trips)	7,266
	transit (trips)	-6,730
	non-motorized (trips)	-81
Jobs-Housing Access	auto - 45 min (number of jobs)	2,613
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.00
	Daily NOx (tons)	0.00
	Annual Direct PM (tons)	0
	Annual NOx (tons)	0
Energy Consumption and Greenhouse Gas Emissions (tons)		2,314
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	33
	% of subzones	87%
Peak Period Utilization/Demand (ratio)		0.83
Facility Condition (CRS score)		0.0

Elgin-O'Hare Expressway West Extension: Gary AV to US 20

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare West Extension.
- Project coding is from 2030 RTP with the following modification:
  * interchange added at County Farm RD.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-57/I-394 Connector

The initial proposal is to extend the proposed South Suburban extension from its proposed terminus at I-57 east to IL394 in the vicinity of the proposed South Suburban Airport (SSA). This project connects to the proposed Illiana Corridor. The I-57/IL394 Connector provides access between these two south suburban highways north of the SSA site. The proposed highway would provide a link between the highways to facilitate travel between the east and west sides of the airport. Connections to the airport itself are also planned. The proposed facility will consist of 2 to 3 lanes in each direction. No interchange access is planned between I-57 and IL 394, although IL 50 will likely have some access as part of the I-57 terminus interchange.

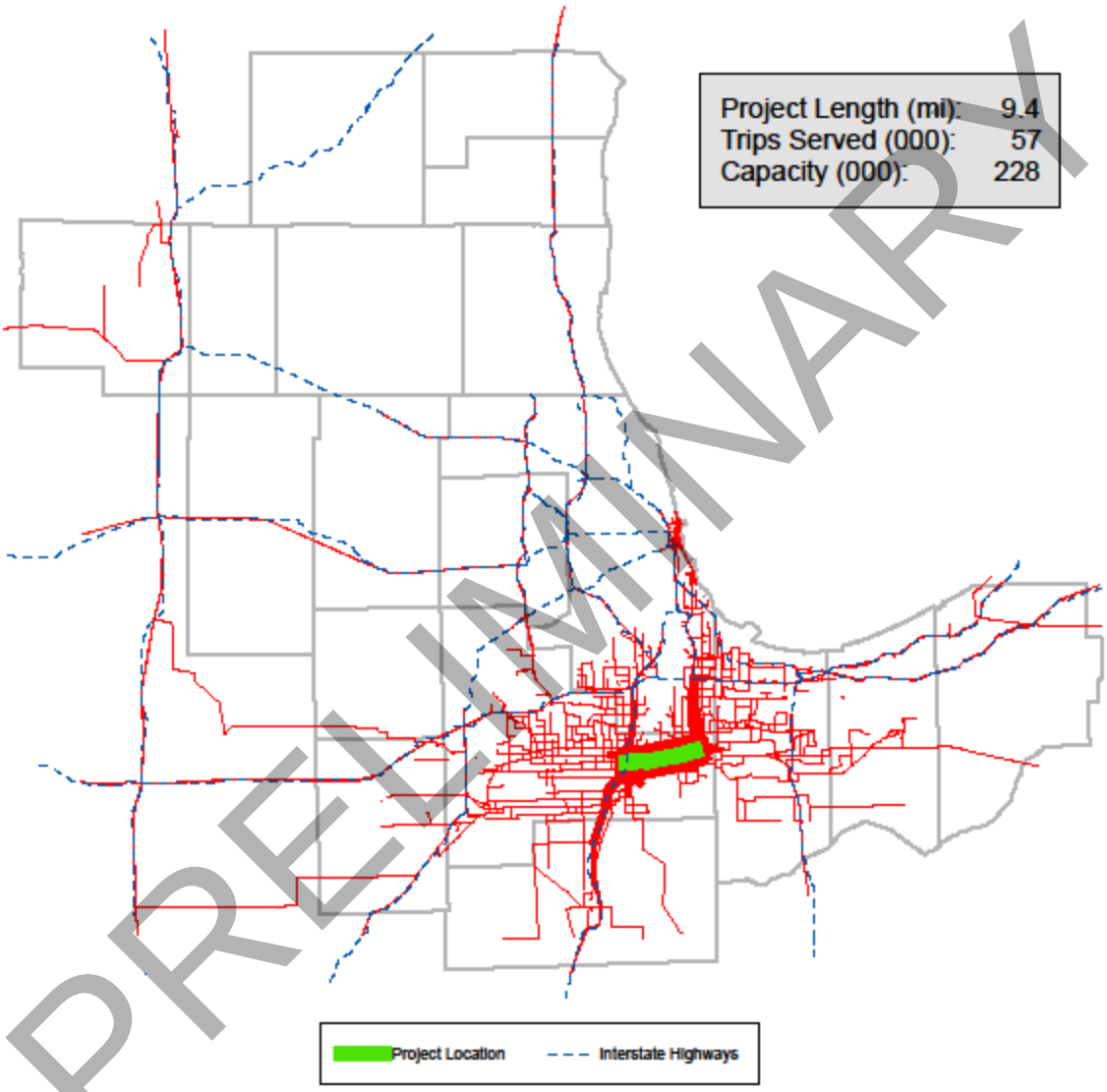
The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

This project has a long-term completion (year 2030) time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	-3,627
Travel Time Savings	auto (minutes)	-0.03
	transit (minutes)	-0.10
Mode Share	auto (trips)	487
	transit (trips)	452
	non-motorized (trips)	-220
Jobs-Housing Access	auto - 45 min (number of jobs)	1,866
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.02
	Daily NOx (tons)	0.03
	Annual Direct PM (tons)	1
	Annual NOx (tons)	15
Energy Consumption and Greenhouse Gas Emissions (tons)		29,689
Preservation of Natural Resources	subzones	0
	% of subzones	0%
Support for Infill Development	subzones	4
	% of subzones	33%
Peak Period Utilization/Demand (ratio)		0.31
Facility Condition (CRS score)		0.0

I-57 to IL 394 Connector

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-57 to IL 394 Connector.
- Project coding is from 2030 RTP, which includes highway network changes to accomodate the South Suburban Airport.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Illiana

The initial proposal is to extend the proposed I-57/IL394 Connector from its proposed terminus at IL394 east to I-65 in Indiana. An intermediate interchange is planned at US 41.

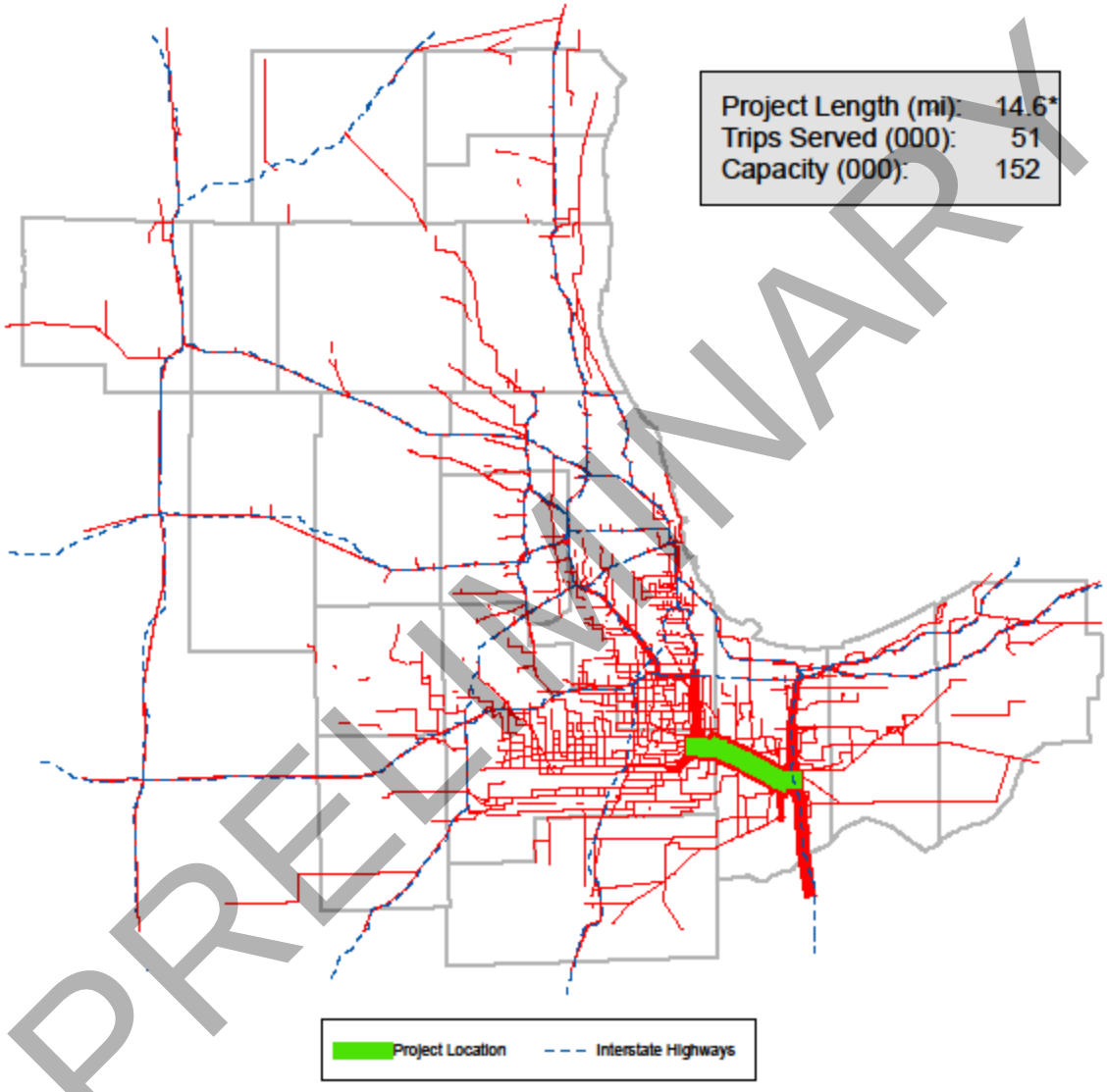
The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

This project has a long-term completion (year 2030) time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	3,807
Travel Time Savings	auto (minutes)	0.00
	transit (minutes)	-0.08
Mode Share	auto (trips)	1,374
	transit (trips)	-798
	non-motorized (trips)	-64
Jobs-Housing Access	auto - 45 min (number of jobs)	2,261
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.03
	Daily NOx (tons)	0.04
	Annual Direct PM (tons)	1
	Annual NOx (tons)	13
Energy Consumption and Greenhouse Gas Emissions (tons)		13,940
Preservation of Natural Resources	subzones	1
	% of subzones	8%
Support for Infill Development	subzones	0
	% of subzones	0%
Peak Period Utilization/Demand (ratio)		0.69
Facility Condition (CRS score)		0.0

Illiana Corridor: IL 394 to I-65 (Lowell, IN)

Traffic using improved facility



NOTES:

* Total expressway length. The Illinois segment is 3.1 miles long.
- Analysis results for 2040 Reference Scenario network plus Illiana Corridor expressway.
- Project coding is from the 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

McHenry County Extension of Prairie Parkway

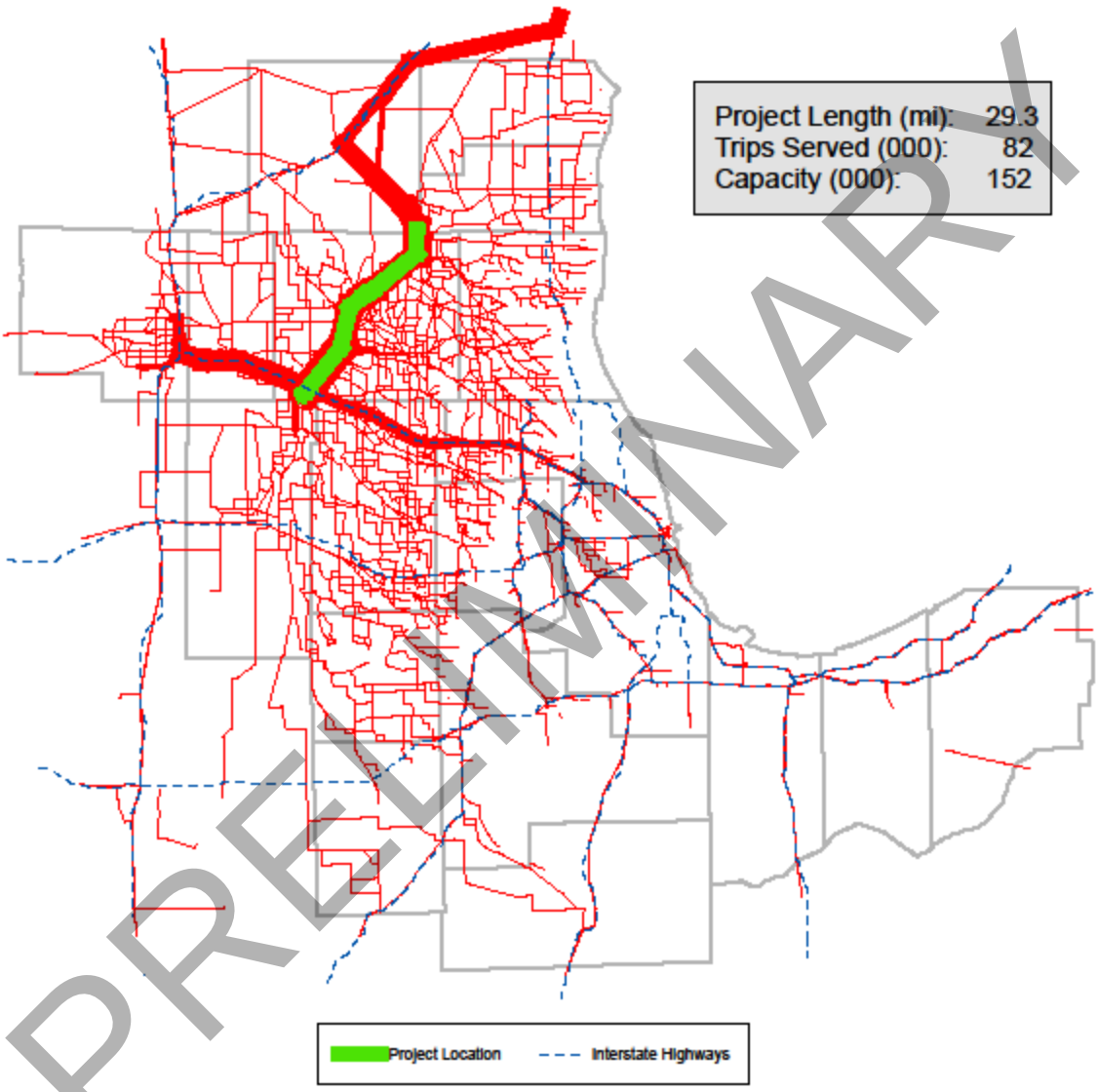
This proposal calls for the extension of the Prairie Parkway corridor north from the Kane County Line – roughly I-90- up to the Illinois Wisconsin border. No preliminary alignment has been submitted.

This proposal will enhance safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas. While no explicit plans have been outlined for complimentary bicycle and pedestrian facilities, such activity may increase within communities through which large congested traffic volumes currently traverse due to lack of capacity elsewhere.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	-31,879
Travel Time Savings	auto (minutes)	-0.07
	transit (minutes)	-0.14
Mode Share	auto (trips)	3,430
	transit (trips)	-3,719
	non-motorized (trips)	-116
Jobs-Housing Access	auto - 45 min (number of jobs)	4,045
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	-0.02
	Daily NOx (tons)	0.12
	Annual Direct PM (tons)	2
	Annual NOx (tons)	57
Energy Consumption and Greenhouse Gas Emissions (tons)		51,320
Preservation of Natural Resources	subzones	8
	% of subzones	44%
Support for Infill Development	subzones	1
	% of subzones	6%
Peak Period Utilization/Demand (ratio)		0.70
Facility Condition (CRS score)		0.0

McHenry Co. Extension of Prairie Parkway: I-90 to State Line

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Prairie Parkway McHenry Co. extension.
- Project coding is from Shared Path 2030 project testing.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

McHenry-Lake Corridor

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

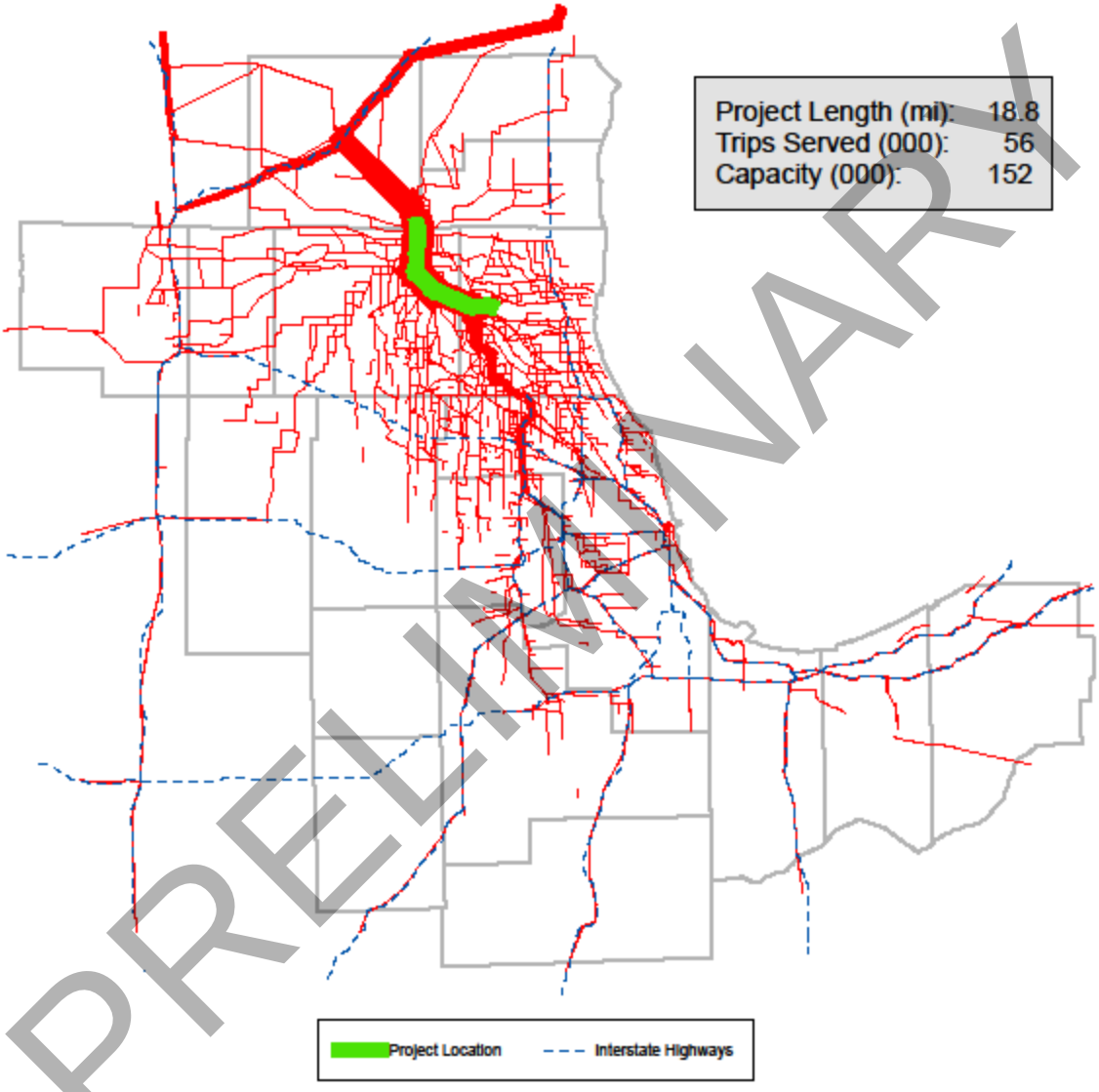
This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas. While no explicit plans have been outlined for complimentary bicycle and pedestrian facilities, such activity may increase within communities through which large congested traffic volumes currently traverse due to lack of capacity elsewhere.

The project has a long-term completion time frame (year 2030).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	5,285
Travel Time Savings	auto (minutes)	0.02
	transit (minutes)	0.05
Mode Share	auto (trips)	-4,545
	transit (trips)	3,064
	non-motorized (trips)	-151
Jobs-Housing Access	auto - 45 min (number of jobs)	346
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.04
	Daily NOx (tons)	0.06
	Annual Direct PM (tons)	1
	Annual NOx (tons)	27
Energy Consumption and Greenhouse Gas Emissions (tons)		29,537
Preservation of Natural Resources	subzones	12
	% of subzones	57%
Support for Infill Development	subzones	5
	% of subzones	24%
Peak Period Utilization/Demand (ratio)		0.74
Facility Condition (CRS score)		0.0

McHenry Lake Corridor: IL 120 @ Wilson RD to Richmond

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus McHenry Lake Corridor.
- Project coding is from Shared Path 2030 project testing.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Prairie Parkway

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

In November 2007, a preferred alternative route, “B-5” was finalized and added to the state’s original Corridor Protection Map. The B-5 alignment features interchanges at: the north terminus with I-88, US 30, US 34, IL 71, IL 47 (as it jogs east toward Minooka), US 52, and at the south terminus into I-80. A concurrent project widening IL 47 in Grundy and Kendall Counties between I-80 and Caton Farm Road by one lane in each direction (4 total), along with several intersection improvements, is included in the approved B-5 alternative. Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at $907,901,000. A proposal was made to the Illinois State Toll Highway Authority in January 2008 by Kendall and Grundy counties to examine transferring jurisdiction of the project from IDOT to ISTHA for the purpose of advancing its construction timeframe. A Record of Decision was obtained in September 2008, which gave federal approval to the project and allowed the use of federal funds for additional phases of the project.

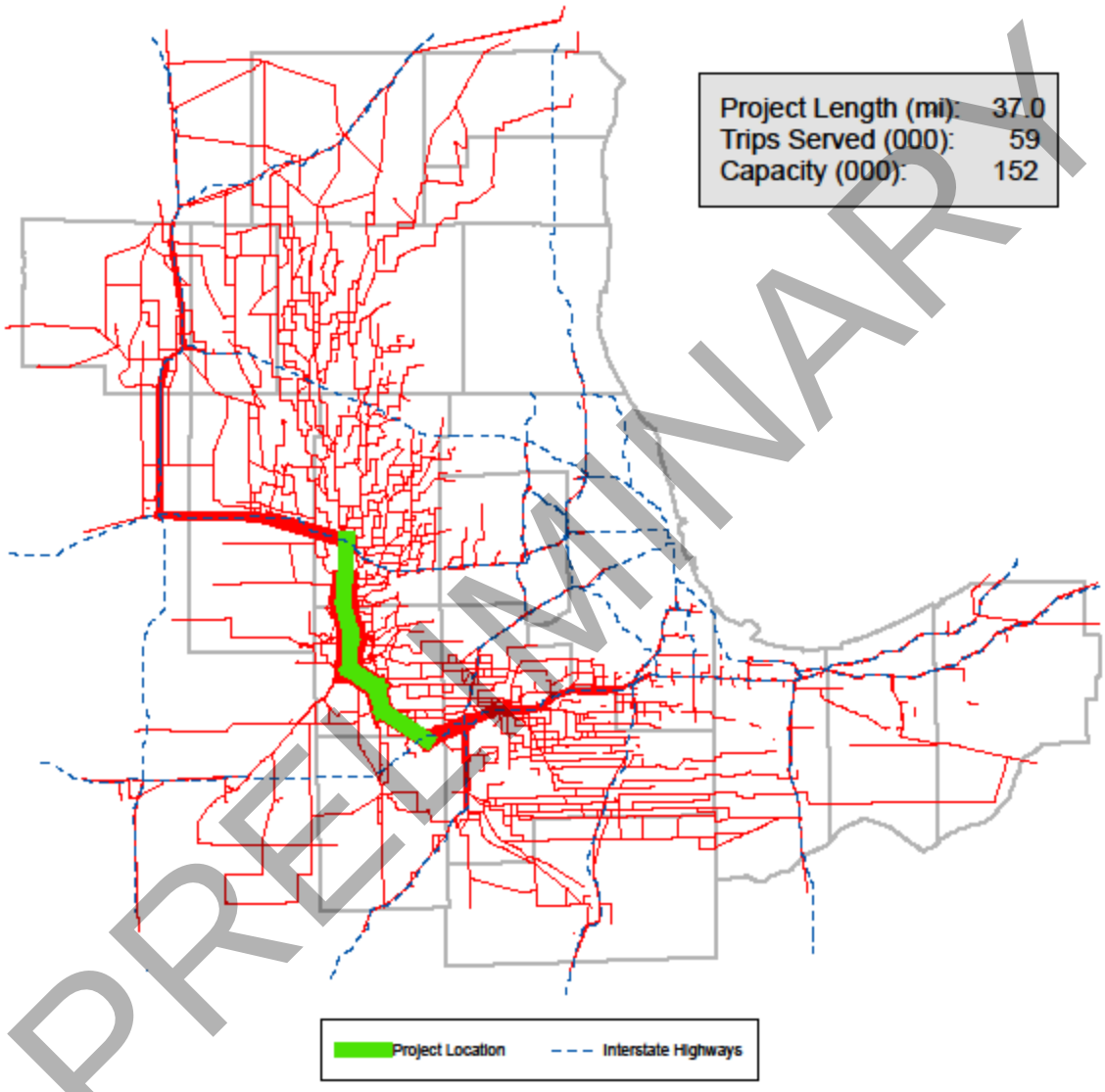
The proposal enhances safety by providing additional north-south expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents. Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

This project has a medium to long term (year 2020 to 2030) completion time frame.

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	0
	income	0
	regional GDP	0
Congestion	Targeted Facility/Corridor (hours)	0
	System (hours)	-32,025
Travel Time Savings	auto (minutes)	-0.16
	transit (minutes)	-0.24
Mode Share	auto (trips)	4,528
	transit (trips)	-7,028
	non-motorized (trips)	-206
Jobs-Housing Access	auto - 45 min (number of jobs)	7,625
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.04
	Daily NOx (tons)	0.19
	Annual Direct PM (tons)	3
	Annual NOx (tons)	81
Energy Consumption and Greenhouse Gas Emissions (tons)		163,958
Preservation of Natural Resources	subzones	76
	% of subzones	88%
Support for Infill Development	subzones	29
	% of subzones	34%
Peak Period Utilization/Demand (ratio)		0.79
Facility Condition (CRS score)		0.0

Prairie Parkway: I-88 to I-80

Traffic using improved facility



NOTES:

- Analysis results for 2040 Reference Scenario network plus Prairie Parkway.
- Project coding is from the 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.